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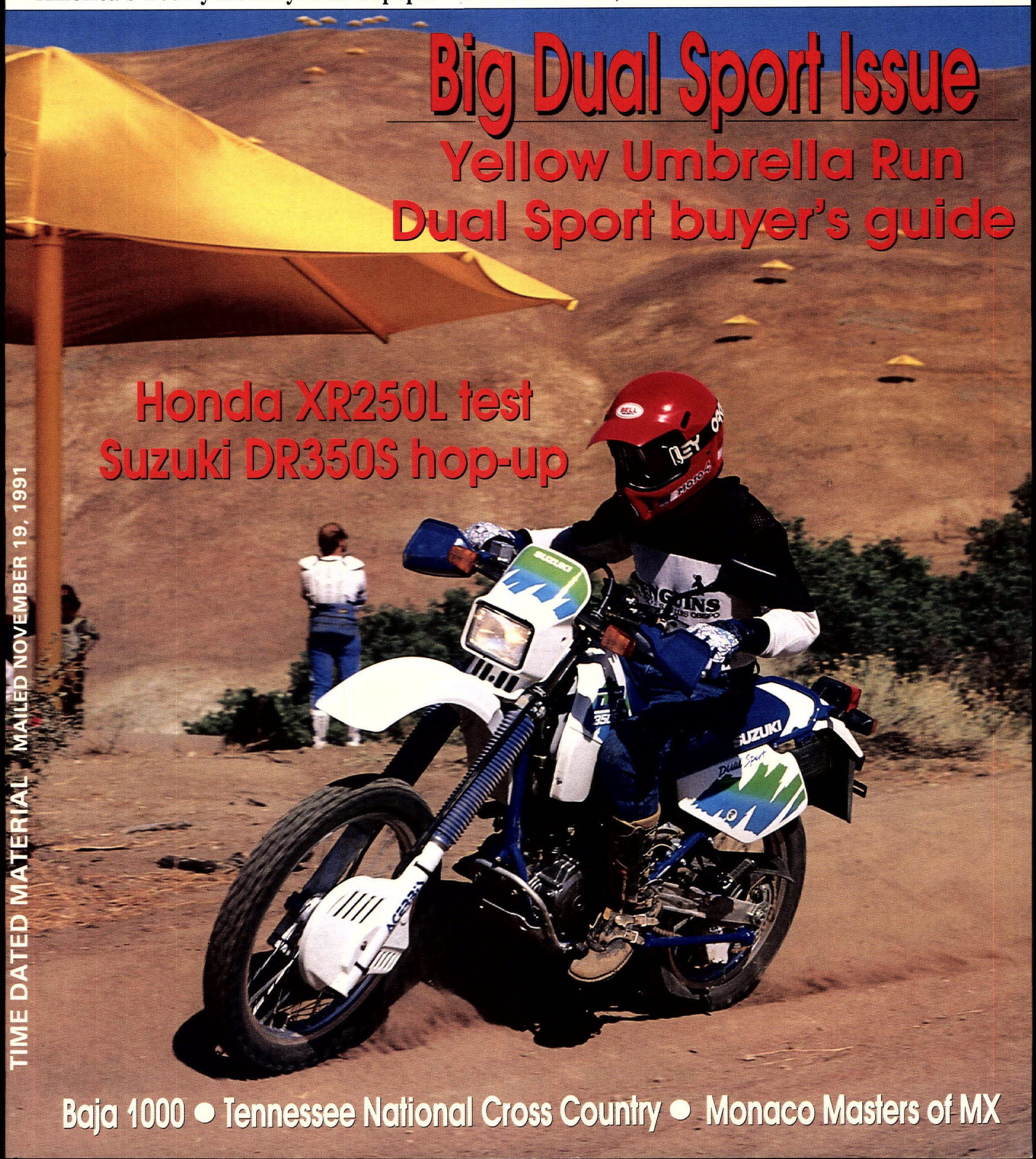

Big Dual Sport Issue

Yellow Umbrella Run

Dual Sport buyer's guide

Honda XR250L test

Suzuki DR350S hop-up

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Baja 1000 • Tennessee National Cross Country • Monaco Masters of MX

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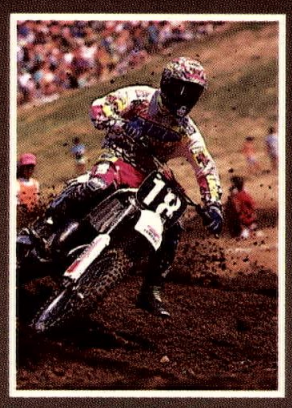

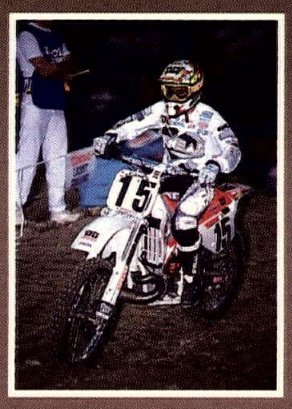

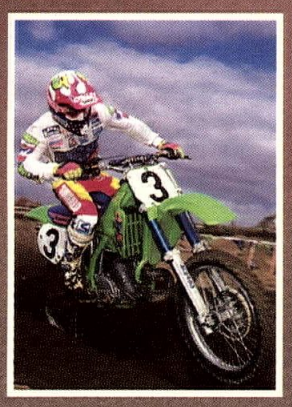

SHOEI
THE LEADER IN STYLE

VF-X FEATURES

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SHOEI VF-X

THE PROFESSIONAL CHOICE

By Papa Wealey IN THE WIND

Jean-Michel Bayle (Hon) captured the King of Bercy crown at the November 14-16 Paris Supercross held in Bercy Stadium in Paris, France. **Damon Bradshaw** (Yam) was the overall runner-up and won the main event on the first night of racing, while **Larry Ward** (Suz) claimed the victory on night two and was third in the overall standings. Bayle won the final night's main event to take the crown. **Jeremy McGrath** (Hon) topped **Jeff Emig** (Yam) for the Prince of Bercy title in the 125cc class.

Mike Jones (Suz) was the only rider to reach the podium on three occasions at the November 14-16 Stockholm Globe Supercross in Stockholm, Sweden. Jones topped **Michael Craig** (Kaw) and **Donny Schmit** (Suz) on the first night, but on night two he trailed winner **Erik Kehoe** (Hon) and runner-up **Ron Tichenor** (Suz) across the finish line. Craig was first on the final night, followed by Kehoe and Jones.

Road racers **Wayne Rainey** and **Jim Filice** round out the slate of nominees for the **AMA/MotoWorld Pro Athlete of the Year Award**, which will be presented at the AMA Professional Awards Banquet on November 23 in Redondo Beach, California. Rainey, 31, won his second consecutive 500cc World Championship in 1991 and is currently recovering from injuries suffered in a practice crash prior to the season finale in Malaysia. Filice won the 1991 AMA 250cc Grand Prix Series National Championship title despite joining the circuit after the season opener at Daytona. The most remarkable aspect of Filice's championship season is the fact that he was coming back to National-caliber competition after life-threatening injuries suffered in a traffic accident before the 1990 season. Previously announced nominees for the award, which carries a $2500 cash prize from ESPN's MotoWorld, are Camel Pro Series Champion Scott Parker, multi-class MX champ Jean-Michel Bayle, and the U.S. Motocross des Nations-winning team of Damon Bradshaw, Mike Kiedrowski and Jeff Stanton.

International Championship Events (ICE) will present the **3rd Annual Budweiser Speedway Ice Racing World Championship** in the Tucson Convention Center in Tucson, Arizona, January 17-18. In conjunction with the racing, ICE will host the inaugural **Sportsworld Festival**, an exposition that will feature exhibits focused on a wide variety of sports, including motorsports, bicycling, weight training, hunting, fishing and hiking. Holders of tickets to the ice races will be admitted free to the exposition. Those interested in exhibiting should contact Liane Densford of ICE at 602/299-0206.

ICE has hooked up with World Speedway Racing Association (WSRA) and will take a contingent of North American **ice speedway racers to England** for a series of race meetings in late February. The exact dates will be announced soon. Eight ICE speedway bike riders will be seeded for the overseas racing, and an additional four riders will qualify for the British races at the Budweiser Speedway Ice Racing World Championship at Tucson in January. Riders interested in contesting for those slots should call ICE at the number listed above.

The **Bimota Tesi** has been named as one of the "year's 100 greatest achievements in science and technology" by Popular Science magazine. The award was presented in New York City on Tuesday, November 12.

If you live in the Los Angeles area and missed last week's **telecast of the U.S. 500cc MX GP** on SportsChannel because of a last-minute schedule change, don't feel alone. Papa's been told that the show will air again on Friday, November 22, at 11:30 p.m. Pacific time. Elsewhere across the country, check out your local schedule. You just might be lucky.

Ken Hayes, a longtime motorcycling stalwart in the Southeast, suffered spinal cord damage in a hare scrambles in Tennessee on Sunday, November 17. Cards and letters for Hayes, who was named "Most Helpful Rider" at this year's Colorado 500, can be sent to the family's motorcycle dealership, Jim's Motorcycle Sales, 1209 W. Market St., Johnson City, TN 37901.

West Racing and Varner Racing have teamed up to form **SGH Racing**, and will promote Saturday morning races at Glen Helen OHV Park in San Bernardino, CA, beginning November 30. Long motos will be held on the supercross track for all regular classes. For more information call 310/548-0885.

Dunlop has announced it will be the official tire sponsor of events promoted by St. Petersburg, Florida-based WorldSports. Events included in the sponsorship package include the Florida Gold Cup Series, the Florida Winter National Olympics, the Florida Winter AMA Series and the AMA Amateur Supercross National Championship Series. As part of its sponsorship, Dunlop will provide contingencies and series awards, and present its 2nd Annual Silver Tire Award which entitles its recipient to a Silver Tire Award plaque and a Silver Tire Contract for the '92 season. For more information on the program, contact Dunlop's Frank Stacy at 716/773-8200.

The **Old Timer's MX Club** of California is offering free, one-race guest memberships to riders 40 years of age and older at any of the club's events held at various southern California facilities. The club will hold races at Perris Raceway in Perris on November 23, and December 1 and 8 at Los Angeles County Raceway in Palmdale. For more information, call 714/633-9503.

If you happen to be in Palm Springs, California, over the November 22-24 weekend, you'll no doubt hear the unmuffled sounds of vintage race cars in action on a city street circuit. That's because the **7th Annual Rick Cole Palm Springs Road Race & Auction Weekend** will be taking place. Once again, the weekend's activities will include a vintage motorcycle auction. While mainly devoted to motorcycles, a limited number of sports cars will be included. The auction takes place on Saturday, November 23, at 12 noon. For more information, call 818/506-4661.

Yamaha has finalized its motocross teams for the 1992 season. **Damon Bradshaw**, **Doug Dubach** and **Jeff Emig** will return as team members, and all three will compete in the Camel Supercross Series. Bradshaw and Dubach will also contest the 250 and 500cc National Championship MX Series, while Emig will return to the 125cc Nationals.

Yamaha will also field three outside support teams in '92. Team DGY (Downers Grove Yamaha) will concentrate its efforts on the 125cc Eastern Regional Supercross Series and 125cc Nationals with returning riders **Doug Henry** and **Jimmy Button**. Team NCY (North County Yamaha) will contest the 125cc Western Regional Supercross and 125cc Nationals with former Kawasaki support rider **Tyson Vohland** and **Dana Wiggins**. Noleen Racing will return with their Ultracross team consisting of **Kyle Lewis**, **Jim Holley**, **Lowell Thomson**, **Jason Langford**, **Larry Brooks** and **Lance Smail**; they'll also contest selected 125 and 250cc Camel Supercross and National MX events.

Doug Dubach injured his left ankle at the Osaka Supercross in Japan. "It was already a bit sore (from a previous European supercross event), then in Japan I landed on a hay bale which had been knocked onto the track," said Dubach at the November 14-16 Paris Supercross in France where he attempted to practice each day. "I could maybe ride if it was for a championship, but it is just too sore for me to consider racing."

Jeff Ward ended his European supercross tour battered and bruised. "My ankles are not such a problem anymore, but I have trouble with my left shoulder," explained Ward at the Paris Supercross. "I hurt it about two months ago and there is a piece of bone floating around in there and probably some pinched nerves. It wasn't a problem in the Nationals, but it's taking a pounding on the supercross tracks. I'll need to have it cut open after the (November 30-December 1) Tokyo Supercross."

Motocross legend **Rick Johnson** appeared at the Paris Supercross where he rode a Harley-Davidson into the arena each night. Johnson was wearing a cast on his right wrist, the injured wrist which forced him to retire from motorcycle racing earlier this year. "I had two bones removed and some others were fused," said Johnson, who will race off-road trucks next year.

The **Salinas Ramblers M.C. Hare Scrambles**, an AMA District 36 event that was scheduled to take place on December 1 in California's Clear Creek Recreation Area, has been canceled. According to Ed Tobin, the club's president, poor economic conditions and the continued dry conditions in the area are the principle reasons for the cancelation.

The Southland Racing Association will hold a **Toys for Tots Grand Prix** at southern California's Carlsbad Raceway on December 15. Riders will be treated to a six-mile course for an entry fee of $25 and one toy ($10 or higher value) which will be collected by the U.S. Marines. For more information, contact the SRA at 714/957-2985.

After successfully defending his AMA National Championship Hare Scrambles and Cross Country Series crowns, **Scott Summers** has signed a two-year contract with Honda. Summers will continue competing on XR600s in both the National Championship Hare Scrambles and Cross Country Series, as well as selected AMA National Enduro and Reliability Enduro events.

Three-time World Champion **Freddie Spencer** has inked a contract

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IN THE WIND By Papa Wealey

with Two Brothers Racing for the 1992 season, ending speculation that he would leave that team and ride a Ducati for Eraldo Ferracci. Spencer will ride the team's Honda RC30 in the 1992 AMA Superbike National Championship. "We're really happy with Freddie," team owner Craig Erion said. "He had three other offers and took a 50% pay cut to ride for us. That tells us his loyalty is strong." Canadian **Steve Crevier** will join Spencer on the team's Honda RC30s and will also ride a CBR600 in the AMA/CCS 600cc Supersport Series. The team will also have **Rick Kirk** aboard a CBR600 and possibly a Honda RS250 for the AMA 250cc Grand Prix Series. Japan's **Takanobu Koyama** may return for 1992 if he can get an extension on his visa.

According to a press release from Junior Racing, **Jacques Guenette, Jr.** has resigned from Muzzy Kawasaki and has obtained a release from Rob Muzzy from his right of first option on Guenette's contract. The press release states that Guenette does not wish to discuss the reasons for his resignation and will entertain other possibilities for the '92 season. Muzzy was involved in tire testing in Florida and was unavailable for comment.

Contrary to reports published elsewhere, **Kel Carruthers**, Carlos Cardus' Repsol Honda crew chief, will not be joining Lucky Strike Suzuki in 1992. The Australian who makes his home in El Cajon, California, was offered a contract to work as crew chief for **Kevin Schwantz** for the 1992 season, but contractual commitments with Cardus wouldn't allow it. Cardus finished third in the 1991 250cc World Championship and will be aboard a Honda NSR250 again in '92.

The November 16-17 **Dunlop tire test session** at Florida's Daytona International Speedway saw 11 riders from eight teams take part. The list of who's who included World Superbike Champion **Doug Polen** (Fast By Ferracci Ducati), AMA National Superbike Champion **Thomas Stevens** and **Larry Schwarzbach** (Vance & Hines Yamaha), Daytona 200 winner and AMA 600 Supersport champ **Miguel DuHamel**, **Tom Kipp** and **Randy Renfrow** (Commonwealth Honda), AMA 750 Supersport champ **Scott Russell** (Team Muzzy Kawasaki), and **Chris D'Aluisio** and new teammate **Colin Edwards** (DavHar Racing Yamaha). They were joined by **Dave DeVeau** of Team Suzuki Endurance and **Scott Zampach** of the Jacksonville Yamaha endurance team.

"Doug Polen was the workhorse in testing the Daytona 200 tires," said **Jim Allen**, Dunlop's road race coordinator in the U.S. on Monday, November 18, a day that saw the test session stopped by rain. "He ran steady laps at one minute, 50 seconds, and dropped to 1:49.40 on at least two occasions. Doug set the track record in qualifying for this year's Daytona 200 at 1:53.638. He'll have to wait for next March to put a new mark in the records. Chris D'Aluisio dropped the best 250 time to 1:58.17 which is about a second under that existing record that Harald Eckl (1:59.054) set in qualifying for this year's 250 race."

The engineering contingent from Dunlop at Daytona included, in addition to Allen, **Dave Watkins**, Dunlop England's chief designer of GP tires; **"Max" Suzuki**, the head of DOT tire design at Dunlop Japan, plus technical manager **Dave Buck** and construction engineer **Tom Welch** from the Buffalo, New York, offices of Dunlop.

The December 6-8 **Anaheim International Motorcycle Show** at the Anaheim Convention Center will feature exhibits of the new 1992 motorcycles by BMW, Harley-Davidson, Honda, Kawasaki, Suzuki and Yamaha. AMA members receive $1 off the admission price by presenting their membership cards at the box office.

Just a reminder that **Cycle Gear** will host a free **Off-Road Show and Enduro Seminar** in Walnut Creek, California, on Saturday, December 7. The seminar will include guest speakers, including National Reliability Enduro Champion **Larry Roeseler**, three-time National Enduro Champion **Randy Hawkins**, 1987 Enduro Champion **Kevin Hines**, two-time National Reliability Enduro Champion **Dave Bertram**, multi-time ISDE gold medalist **Malcolm Smith**, Czechoslovakian Enduro Champion **Bohumil "Bubba" Posledni**, Suzuki's **Charles Halcomb** and eight-time Women's National MX Champion **Mercedes Gonzalez**. They'll discuss riding techniques and race tactics and will be available for autographs. For more information call 510/236-7384.

Randy Hawkins, factory Kawasaki MXer **Jeff Matiasevich**, **Jack Ward** (the father of multi-time Supercross and National MX Champion Jeff Ward), helmet painter **Troy Lee**, "MX Professor" **Gary Bailey**, Smith Goggles' **Hook** and **Rich Taylor**, THOR's **Bob Maynard** and MX promoter **Goat Breker** were just some of the big names in the motorcycle industry that took part in the inaugural **Pro Circuit Golf Classic**

Continued on page 3

ROAD RACE The future of GP road racing

The day after

FIM accepts the role of "sporting supervisor" in the Ecclestone Dorna-IRTA World Championship Road Racing Series

By Dennis Noyes

At a meeting in London, England, on Friday, November 15, the FIM signed yet another last-minute compromise agreement with the organizers and promoters of the breakaway World Championship Road Race Series. Will this one stick or will the latest agreement be just another Beruit ceasefire that will last until the first militiaman gets an itchy trigger finger?

After an amazing turnabout at last month's FIM Congress in New Zealand where FIM President Jos P. Vaessen urged the General Assembly to reject an agreement that he himself had sought and signed in Barcelona, it seemed as if war was inevitable. Vaessen told the press that the matter was closed, that there would be no futher negotiations.

However, it was apparent to FIM First Vice President Francesco Zerbi and, in fact, to almost everyone else on both sides, that the FIM, in rejecting the agreement with Two Wheel Promotions (Bernie Ecclestone's company) and Dorna Promocion del Deporte, had put themselves into an impossible situation. For Vaessen, without Dorna and without the support of the teams and riders, to take on the breakaway series was like a kid on a scooter playing chicken with a Greyhound bus.

Although the FIM claimed to be prepared to run its 16 race schedule in spite of the fact that virtually all major teams and top riders were contracted to International Race Teams Association (IRTA) and the breakaway series, the reality was that the FIM World Championship was dead in the water. The FIM was reduced to a spoiler's role. They couldn't win, but they could hinder the other side by creating legal obstacles that would prevent the breakaway organizers from gaining access to some of the world's best motorcycle racing circuits. The fact that IRTA had not yet announced a definitive schedule clearly confirmed suspicions that several established Grand Prix circuits such as Assen and Suzuka were still committed to the FIM. On the very day of the London meeting, IRTA issued a press release, carried by the Reuters wire service, announcing that the definitive schedule of the World Championship would be announced on November 29.

The London agreement limits the FIM to the role of "sporting supervisor" in the Ecclestone-Dorna-IRTA organized Road Racing World Championship. While this constitutes a considerable loss in prestige and authority for the FIM compared to their dominant role in the past, it does mean that there is, in fact, life after New Zealand for the proud old federation which was founded in 1904.

Some FIM hard-liners will say that the FIM has suffered a humiliating defeat. IRTA leaders believe that the FIM executives should consider themselves lucky even to be involved in the Ecclestone-Dorna-IRTA World Championship. History will be the final judge of Vaessen's performance as FIM President during the year 1991.

Here is how the extraordinary London meeting came about and what the FIM's acceptance of a supervisory position in Grand Prix motorcycle racing really means.

* * *

When the FIM delegates returned from New Zealand, convinced that they had taken a decisive stand in defense of the honor and authority of the FIM, they found that the European motorcycling press, with very few exceptions, considered that the FIM had squandered an excellent opportunity to achieve peace with honor. The FIM had once again, apparently, seized defeat from the jaws of victory. They had blown it big time. This is what the papers were saying and this is even what some high-ranking FIM members were saying as well.

Top European riders from countries where the FIM is very strong were now saying that the FIM was history. Italian riders told Italian journalists that they didn't care what Francesco Zerbi and Vincenzo Mazzi (President and General Secretary of the Italian Federation, respectively) said, they were racing in "the real World Championship."

Perhaps the most amusing public exchange on this subject took place at a motorsports awards banquet in Barcelona. The king of Spain, Don Juan Carlos, an active motorcyclist and knowledgable road race fan put Repsol Honda factory 250cc rider Carlos Cardus on the spot by asking him, "Carlos, which championship are you participating in next year?"

This was a very difficult moment for Carlos because the Spanish Federation is officially named "The Royal Spanish Federation of Motorcycling," and Carlos was not prepared to tell the king of Spain that he was going to break from the Royal Federation. Carlos responded, "I'm racing in the championship that Carmelo tells me to race in."

"Who's Carmelo?" said the King, and looked about him for instruction from his aides. But it was World Champion Rally Driver Carlos Sainz who stepped in quickly to explain that Carmelo Ezpeleta is the director of Dorna Motor, the Dorna subsidiary company formed to market road racing TV rights.

Sito Pons, who has announced his retirement and has signed former 125cc World Champion Alex Criville to ride the 500cc Campsa Hondas of Pons' team, explained, "We have not left the FIM. The FIM has abandoned us, expelled IRTA, and left us with no choice but to join the professional championship organized by Ecclestone and Dorna."

Meanwhile in Rome, Zerbi told the Italian press that the post-New Zealand situation was impossible and that he was taking it upon himself to attempt to negotiate a compromise with Ecclestone that would satisfy the racing teams while at the same time allow the FIM to retain its dignity.

When the Italian press reached Ecclestone and asked for comment on Zerbi's proposal, he gave them the quote of the year: "My door is always open to the FIM as long as they come through it on their knees and remain on their knees throughout the meeting."

So much for the dignity of the FIM. . .

Continued on page 24

VOICES Letters to the editor

Super service

We wish to offer sincere thanks to Mark Johnson, James Degain and the rest of Kawasaki Team Green for their professional pit support in the Baja 1000. The Kawasaki pit service was the most organized we have seen. All pit locations offered warm welcomes, a shot of gas and water, and any replacement parts needed.

We thoroughly appreciate the time and effort that each individual gave to help us finish the Baja 1000. Good job!

John Griffin
Dave Konarska
Brea, CA

Rich history

Please consider that you are the last of the motorcycle news publications and have a rich history to draw from. The renewed interest in classic motorcycling should illuminate the appeal of a classic photo or editorial feature. Space permitting, I would like to see a feature or page devoted to one or more photos you or your readers find interesting, along with a paragraph or article about the subject. I read your publication because I like to read about motorcycling, not just the news.

Roger A. Falasco
Bedord, OH

You must have read our minds, Roger. We're developing several "flashback" ideas for upcoming issues . . . Editor.

Godspeed, Joe

On Saturday, November 9, motorcycling lost one of its best friends. Joe Hofmann, of Colorado Springs, Colorado, was killed in a motorcycling accident while trail riding with friends. Joe was 15 years of age and was a member of the Rocky Mountain Enduro Circuit (RMEC). He competed in the 250cc B class. Joe was active in all facets of motorcycling and will be missed by all of us. Godspeed, Joe.

Ken Murphy
President, RMEC
Woodland Park, CO

Letters to the editor should be sent to: Voices, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing.

IN THE WIND By Papa Wealey

Continued from page 2

at Tijeras Creek Golf Club in Rancho Santa Margarita, California, November 4. The tournament raised $1000 which was donated to a local school for the blind.

For the second year in a row, this coming Thanksgiving weekend will again be without the **Barstow-to-Vegas** desert race, but Ron Dillon, of Western States Racing Association, is inviting all off-road racers to the inaugural **Fallon-to-Lovelock Hare & Hound** in Nevada, Saturday, November 30. "We don't intend for this race to replace B-to-V, but we want to give racers something to do over the Thanksgiving weekend." According to Dillon, the Fallon-to-Lovelock race will be AMA/District 36-sanctioned, approximately 120 miles in length and feature similar terrain to that of B-to-V. The start will be in 10-rider waves with 15 second intervals. For more information call 208/342-3910.

Team Kawasaki motocrosser **Jeff Matiasevich**, who broke his thigh at the opening 500cc National MX in August, appears to be well recovered. Matiasevich returned to race action on November 16 at southern California's Perris Raceway, where he won both Pro class motos by large margins.

Douglasville, Georgia's H&H KTM will host its **9th Annual Weekend South** over the December 6-7-8 weekend. An open house will be held at the dealership on Friday evening with newly crowned National Enduro Champion Jeff Russell on hand for the party. On Saturday, a tech seminar will be conducted by Barry Higgins in the morning and test rides on the '92 KTMs will be available at the Bremen MX track that afternoon. Allen Gravitt will conduct an off-road riding school at Bremen on Sunday morning and in the afternoon an enduro-cross will be held. That event combines a woods section of approximately one-mile with the Bremen MX track and the race will be scored like an MX (three motos averaging 15 to 20 minutes each). For more information, call 404/920-1371.

Four-time National Trials Champion **Ryan Young** has inked a deal with Woody Dame, the U.S. Aprilia importer and owner of the Lakeland, Florida-based Tryals Shop, to return as a member of the U.S. Aprilia Trials Team in 1992. Dame says he is still negotiating with this year's number two rider, **Geoff Aaron**, but that he expects him to return as Young's teammate. **Todd Roper** and **Raymond Peters** will round out the team. "We also have an excellent crew chief in Mike Komer, the nine-time New York District 4 Champion, to keep the machines in top form," said Dame.

NAMED: Todd Baldwin, as sales general manager for Bert's Motorcycle Mall, a motorcycle dealership, in Azusa, California. Baldwin formerly served as American Suzuki's district sales manager for Los Angeles and Orange County.

CORRECTION: In our coverage of the November 2-3 White Bros. Veteran's World MX Championship in Perris, California, the +50 Expert class results listed for Sunday's race were actually Saturday's results. Sunday's results were: 1. Ron Dugan (KTM); 2. Jimmy Redwine (Hon); 3. Ron Way (Hon); 4. John Huegel (Hon); 5. Bob Milner (Hon).

CORRECTION: In our coverage of the October 26-27 AMA Southeastern Regional Championship Mega Series MX at Tennessee's Muddy Creek Raceway, we erred in saying Tim Smith, winner of the Open Amateur class, was riding a Honda. Smith rode a KTM sponsored by The Cycle Shed in North Vernon, Indiana.

NAMED: All Parts in Grand Rapids, Michigan, and U.S.C. Motorcycle Accessories in Universal City, Texas, as new distributors of Kal-Gard motorcycle lubricants.

BORN: Cory Michael Branch, son of Branch Flowmetrics owner Wayne Branch and wife Stephanie, on October 24 in Long Beach, California.

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ON THE FRONT PAGE:

While thousands of motorists clogged Interstate 5 to catch a glimpse of Christo's "The Umbrellas, Project for Japan and USA," in Tejon Pass near Gorman, California, motorcyclists got a clear and close-up view of the huge yellow umbrellas on their dual sport bikes. The event was the dual sport Team Dual Dogs Yellow Umbrella Run, which is featured on page 10. Photo by Kinney Jones.

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America's weekly motorcycle newspaper

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The Suzuki National Cup Series Final at Road Atlanta wasn't a race—it was a battle of wills. And after a series that included over 80 intense races, more than 300 riders and over $250,000 in awarded prize money, you can bet no one was backing down.

Because when guys like Britt Turkington, Kurt Hall, Jeffrey Heino, David Deveau and Joe Pittman put themselves on the line against America's best, you know they've got more on their

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THE WAY THESE GUYS GO AFTER A PURSE, YOU'D THINK THIS WAS NEW YORK.

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minds than bragging rights. We're talking greenbacks. Big cash money. For winning the GSX-R750 class, Britt Turkington picked up a cool $5,000. By winning the GSX-R1100 class, Kurt Hall earned a quick $5,000. Or in New York terms, about 4347 subway tokens.

A big high-five goes out to all the riders, officials, clubs and associate sponsors who made the Suzuki National Cup, now in its 6th year, so successful. Thanks a lot, guys. You've helped us develop quite a track record.

We look forward to next year's Suzuki National Cup. Because like the saying goes; if you can make it there, you can make it anywhere.

Suzuki firmly believes motorcycle racing belongs in one place- on the racetrack. To this end, the 1991 Suzuki National Cup Series is designed to promote motorcycle road racing on the track in a controlled, closed-course environment. For the name of the nearest Suzuki motorcycle dealer, call 1-800-255-2550. Professional racers pictured in sanctioned closed-course competition.

Overall winners Larry Roeseler (shown), Ted Hunnicutt and Marty Smith finished the 754.1-mile race in 13 hours, 35 minutes and 25.4 seconds, averaging 55.49 mph.

Greg Zitterkopf (shown) and teammates Garth Sweetland and Paul Krause were third.

Roeseler/Hunnicutt/Smith: The untouchables in Mexico

By Anne Van Beveren
Photos by Tom Van Beveren and Mike Klinger

ENSENADA, B.C., MEXICO, NOV. 8-9

Baja veterans Larry Roeseler and Ted Hunnicutt teamed with former National MX Champion Marty Smith to score the overall victory at the 24th running of the Baja 1000. The win was Roeseler's fourth in a row and eighth of his career.

The Team Green Kawasaki KX500-mounted trio conquered the 754.1-mile course that began and ended in Ensenada in 13 hours, 35 minutes and 25 seconds, finishing more than a half an hour ahead of the closest motorcycle entry and three hours quicker than the first four-wheel finisher.

"What a tough race," said Roeseler. "I'm really, really happy with this finish. It would've been so easy to make a mistake today. All I could think of was ride smooth, don't crash — please Lord, don't let anything break."

This year's Baja 1000 will be remembered as one of the most disorganized in the race's history. The location of the start/finish line wasn't confirmed until less than 12 hours before the race began as negotiations continued with ranchers who owned some of the land that the race course would run through. The start was delayed 20 minutes after closed gates were reported in the first few miles, and a poorly-marked section 30 miles from the finish had many of the top contenders riding in circles.

The race will also be remembered as one of the most expensive Baja 1000s on record. In addition to the cost of prerunning, pit crews and two-way radio contact with its top riders, Kawasaki's winning effort included a helicopter that hovered over the lead bike for most of the 13-hour race. Honda's factory entry was also chased by a small airplane.

When asked how much Team Green spent on the Baja 1000 race, Team Green manager Mark Johnson said, "The cost is classified. How much you spend doesn't matter. We did it (the use of radios and the helicopter) for safety."

Scattered clouds were a welcome change from the usual low-lying fog as the 106 motorcycle teams lined up for the start at the east end of Avenida Ruiz — the same street that the famous Hussongs and Papas and Beer cantinas are located. The first bike was scheduled to leave the line at 6 a.m. , but the riders were left to cool their engines until 6:20.

And the delay continued even after the first bike headed onto the course.

Instead of the usual 30-second interval between each bike, SCORE dropped the green flag once every minute. The one-minute margin improved safety, but kept some of the later starters sitting around until almost 8 a.m.

"The dust would've been a big deal if they'd started us 30 seconds apart," said runner-up in Class 21 Joey Lane, who shared a Kawasaki KX250 with Scott Morris and Roger Hurd. "The one-minute intervals really helped. You could catch the guy ahead of you easily instead of catching two or three at a time in a huge cloud of dust."

Dust was no problem for Roeseler. He was third off the line and blasted through to take the lead by the end of the first 10 miles. The opening stretch from Ensenada to Ojos Negros had not been open for prerunning, and 60 miles of tricky terrain kept speeds lower than expected.

"The first part was exciting," said Greg Zitterkopf, who led off for his teammates Garth Sweetland and Paul Krause on a Kawasaki KX500. "It went through pine trees and in and out of a river about a foot deep for more than a mile. It was really green and pretty through there."

Back in Class 20, Kawasaki's 125cc racers had no time to look at the scenery. "We got off to a disastrous start," said John Braasch, who shared the KX125 with Jeff Kawell and Jeff Capt. "Kawell parked the bike next to a truck on the start line. The guy drove off and the bike fell over and bent the handlebars. Then he went about two miles and it seized. It broke loose and then it seized again. Then right before the first gas stop he got a flat."

Roeseler controlled the lead as he hit Highway 3 just south of Ojos Negros, and began the sprint south toward Santa Catarina. Honda's team of Chuck Miller, Dan Ashcraft and Bruce Ogilvie, raced through in second, two and a half minutes back on adjusted time. They were piloting a very radical-looking HRC XR628 four-stroke, which featured a small fairing and an oil cooler mounted underneath the front headlight. It was rumored to have a top speed of 125 mph.

ATK's John Rudder, Rex Staten and Willie Musgrave trailed the factory Honda another two minutes back in third. Greg Searle slid the Brandon Gerber/Brent Fox KTM past the turn-off in fourth, Zitterkopf raced through in fifth and KTM's Danny Hamel/Jimmy Lewis/David Ondas team was neck-and-neck with ATK's Don Griewe/Ron Naylor/Ty Davis entry in sixth.

The ATK's starting burst was short-lived, however. Davis ran out of gas before the first pit and lost time buying more from a local farmer.

"Kawasaki protested our spark arrestors on the start. We had to change them and it created a whole lot of back pressure," said ATK president Ken Wilkes. "The computer (in ATK's fuel injection system) is very sensitive to any changes and it cut our gas mileage."

SCORE officials inspected ATK's original spark arrestor at the end of the race and said it was legal for competition.

"It's desert approved and that's what the rule book says it has to be, but it was too late by then," said Wilkes.

Roeseler was up by two minutes on adjusted time as he passed the 100-mile mark near El Alamo Road and headed into the easterly loop through Cohabuzo Junction. Honda's Dan Ashcraft was in hot pursuit, and the Hamel/Lewis/Ondas KTM team had edged past the Sweetland/Krause/Zitterkopf team to take over third overall by less than a minute.

The Danny Hamel (shown)/Jimmy Lewis/Dave Ondas team finished second overall after passing Sweetland late in the race.

Roeseler was charging hard to stretch the lead when he hit a booby trap near Cerro Colorado.

"I hit a speed bump that the Mexicans had made wide open and went right over the bars," said Roeseler. "I bent the bars and I sprained my thumb a bit, but I came out of it pretty good."

Roeseler scrambled over the summit, then handed off to Hunnicutt for the run into Borrego, but the fall had cost valuable time. Ashcraft was 23 seconds behind on adjusted time when he hit the pit at Borrego, but a quick look at a crack in the Honda's case told him the bike would be lucky to make it to the finish.

"I don't know how it happened. I didn't hit anything; the first thing I knew was when the brakes went out at Tres Pozos," said Ashcraft. "There was oil all over the bike and it got on the disk."

The Honda team topped off the oil and raced into the southerly loop towards San Felipe, but the crack got worse and started blowing oil, knocking the Honda team out of the running at Diablo Dry Lake.

The Sweetland/Krause/Zitterkopf entry was the next bike into Borrego, nine minutes behind the lead Kawasaki on adjusted time. KTM raced through half a minute later and Kawasaki's pit radios reported the rival team two minutes ahead on time just a few miles further down the course.

The top 250cc teams were dead even on adjusted time as they raced into Borrego. Johnny Campbell, Dave Donatoni and Jamie Campbell led the way on a Honda. Canadians Blair Sharpless, Guy Perrett and Craig Woods were next through on a Suzuki, and Kawasaki's Morris/Lane/Hurd trio and Suzuki pilots Darren Sanford, Fred Willert and Brian Schmuckle were close behind.

"It was a cliff-hanger all day in our class," said Morris. "The four of us were really clumped together. Every second was critical."

An equally tight race was shaping up in Class 30 (riders over 30 years of age). David Rees, Wayne Martin and Craig Adams were charging hard in the lead, despite having crashed near the summit. Manuel Santana and Arturo Vasquez had their KTM well in contention in second and Kawasaki pilots David Callaway, Jim Eveland and John Silva were still in the hunt in third despite missing a pit and losing more than an hour while looking for gas near Cohabuzo Junction.

Scott Morris, Joey Lane and Roger Hurd finished second in Class 21 (250cc).

At the front of the pack, it was time for Marty Smith to put in his time on the bike.

"They put me in the rough stuff because this is my first race down here and I'm not used to going 95 miles an hour down a dirt road," said Smith, who rode the southern loop as far as Zoo Road.

KTM's entry was hard on the gas, too, but minor problems were starting to add up.

"We didn't really have any big problems all day — just little stuff like wheel changes and brake pads, and stuff that really put us back," said National Hare & Hound Champion Hamel. "We just rode our own race and nothing really exciting happened."

ATK had all the excitement it could handle when Griewe dashed into the Borrego pit with a blown base gasket.

"The vent hose got plugged and it blew all the oil out," Griewe said as he removed the gasket and replaced it with silicone, costing the ATK team nearly two hours.

Kawasaki's pits were also busy after its number-two bike lost an air filter.

"The glue separated for some reason and it came apart. We sucked a bunch of dirt and fouled three or four plugs in the lower loop," Krause said.

The 250s were still too close to call as they flashed through Borrego for the second time and headed west through Mike's Sky Rancho towards the west coast. The late start was catching up with them and Morris, Lane and Hurd installed their lights before leaving Borrego. A broken wire left Morris struggling with on-again/off-again lights over Mike's. Morris reported almost hitting a cow on the road in to Mike's before his Kawasaki lost its brakes near Santo Tomas.

The rival Honda team lost time too. Sixteen-year-old Jamie Campbell injured his knee near Valle de Trinidad, but managed to ride almost five miles to the next pit to hand over to his big brother Johnny and partner Donatoni.

The Braasch/Kawell/Capt Kawasaki KX125 team reported no problems and was stretching out a comfortable lead in Class 20. "We kept pulling minutes here and there and that added up," said Braasch.

Darkness started to close in on

OFF-ROAD SCORE Baja 1000

Chuck Miller at the start on a highly modified HRC Honda XR600. A cracked engine case left the Miller/Dan Ashcraft/Bruce Ogilvie team stranded on Diablo Dry Lake.

Hunnicutt as the number-one team dashed up the coast towards Santo Tomas. Kawasaki's lights went on with 200 miles to go, but in the moonless night of Baja, it was one of the toughest stretches the riders had to face.

"I had to open all the (rancher's) gates coming out of Urupan and I rode off the course twice — just shot off into the dark," said Hunnicutt. "I hadn't a clue where I was going to land. It scared the daylights out of me."

Back in Class 40, a broken light bracket was dashing the hopes of Richard Jackson, Doc Etchart and Lynn McGraw as they scrambled to retake the lead from Casey Folks, Bill Maxim and Keith Pearson.

"The lights went away completely on the coast section," said Jackson. "Surprisingly we didn't lose too much time."

Also running into lighting problems was the Ron Lawson, Robb Mesecher and Tim Tolleson Honda XR600 team, that was running fourth overall heading into San Matias.

"We went to install our lights but they wouldn't go on," said Lawson. "We ended up having to replace the coil, which cost us about 30 minutes."

The Lawson/Mesecher/Tolleson team ended up finishing fifth in Class 22 and ninth overall.

As far as the course went, the worst was still ahead. Between the final rider change and the finish lay the 60 miles of new trail that only the lead-off riders had seen. Roeseler headed into the section at 6.30 p.m. with a somewhat comfortable lead. Sweetland left Ojos Negros in second, and Lewis was aboard the KTM about 10 minutes back in third.

"The course through there was unbelieveable," said Jackson, who was still hoping for top Class 40 honors. "It was so chewed up from the buggies coming out, it was an absolute silt bed. If you've ever tried to start a four-stroke in the dark on the side of a hill in deep silt, you'll know I was in trouble. We couldn't close the gap after that."

And that was when you *could* find the course.

"You couldn't see a thing," said Geoff Sanborn, who rode the final section in fourth place for Class 30 partners Kit Palmer and Kinney Jones. "The markers were all about eight feet high in the trees. If I could've adjusted the light straight up I might've seen them."

The markers disappeared completely in a field about 30 miles from the finish. It was "The cornfield from hell," according to John Braasch.

"There was no course at all," said Sweetland. "I got totally lost. I must've ridden 30 miles out of my way. I crashed three times — hard, and I'm surprised I didn't run out of gas."

Sweetland rode the highway into Guadalupe then rejoined the course, but Lewis had already slipped by.

"I got lost in the field, too," said Lewis. "But I noticed the ground wasn't chewed up enough so I stopped and tried to get my bearings."

While the front-runners charged for the finish, rider after rider got stuck in the field. Griewe rode circles on the ATK for more than half an hour, Johnny Campbell was "scared

Craig Adams led his David Reese and Wayne Martin Class 30 team to victory.

to death" for 10 minutes, and 250cc rivals Morris and Sanford met in the dark and stopped to discuss their options.

But despite the confusion, Roeseler stayed in front. The last 60 miles took 90 minutes to complete, but when he crossed the finish line near 8 p.m., the Kawsaki/JT/Trick/Oakley/FMF/Pro-Circuit/CTi/Bel-Ray/Dunlop/Thor/Renthal/NGK/Ceet/Tsubaki/Alpinestar/Acerbis/Scott Goggles-backed entry was still half an hour ahead of the nearest competitor on adjusted time. The Roeseler/Hunnicutt/Smith team averaged 55.49 mph.

"It (the race) was one of the best, and it was one of the toughest," Roeseler said. "We (Team Green Kawasaki) did it — four years in a row, and we're really happy."

Smith was just as happy with the win, but a lot less enthusiastic about racing the Baja 1000.

"It's long, fast and rough and I'm glad it's done," he said. "It was my Baja debut and my finale all in one. It's going to take a lot of money for me to do it again."

Lewis brought the Hamel/Lewis/Ondas KTM home in second, 31 minutes behind Roeseler.

"We didn't have any problems — just average wear-and-tear things, but we didn't have the manpower and our little changes took a little bit longer," said Lewis. "Overall we really can't complain. We didn't do anything wrong."

Back in third, 10 minutes behind Lewis, Sweetland was obviously upset. "It's not fun riding a race and getting lost. We had a good ride going and we would've had second," said Sweetland. Losing second place to Lewis also cost Sweetland SCORE's overall motorcycle championship for 1991. The points earned for third left him just two points short of the 1991 title winner Roeseler.

The 250cc race stayed frantic all the way to the checkered flag. Campbell crossed the line first, but both Morris and Sanford were claiming the win on adjusted time. The decision came late the following afternoon when SCORE posted results and the Sanford/Willert/Schmuckle Suzuki scored the class win by seven seconds over the Morris/Lane/Hurd team.

"Great race," said Schmuckle. "We were within a couple of minutes all day. That's the way racing should be."

"The last part was interesting," said Morris. "None of (the top three 250cc teams) had the same riders that had started in the morning so none of us knew where we were going. No prerunning, the toughest section of the race and I had one light out and no brakes."

The Campbell/Donatoni/Campbell Honda scored third less than three minutes slower than Morris' Kawasaki.

It was Kawasaki all the way in Class 20, as Braasch, Kawell and Capt brought their KX125 home in 16 hours and 48 minutes, more than an hour ahead of the runner-up team of Craig Smith and Jeff Dickerson. The winning 125cc beat the top Over 30 contenters by half an hour, and was just 10 minutes slower than pickup driver Larry Raglan, the top four-wheel finisher.

"The bike ran perfect once we got going. We pinned it the whole way," Braasch said.

David Rees, Wayne Martin and Craig Adams came out on top of the 20-plus entries in Class 30, beating the Mexican entry of Manuel Santana and Arturo Vasquez by 38 minutes, with another 13 minutes back to third-place finishers David Callaway, Jim Eveland and John Silva. Two minutes back chased the Sanborn/Jones/Palmer team.

Class 40 went to KTM-mounted Casey Folks, Bill Maxim and Keith Pearson. Their team finished 20 minutes ahead of Richard Jackson, Doc Etchart and Lynn McGraw, and Class 50 honors were claimed by Ross Termin in a time of 23 hours and 16 minutes. CN

Results

O/A: 1. Larry Roeseler/Ted Hunnicutt/Marty Smith (Kaw) 13 hours, 35 minutes, 25.4 seconds/55.45 mph; 2. Danny Hamel/Jimmy Lewis/David Ondas (KTM) 14:06:26.6/53.45; 3. Garth Sweetland/Paul Krause/Greg Zitterkopf (Kaw) 14:16:01.8/52.86; 4. Darren Sanford/Fred Willert/Brian Schmuckle (Suz) 15:44:37.3/47.90; 5. Scott Morris/Joey Lane/Roger Hurd (Kaw) 15:44:44.9/47.89; 6. Johnny Campbell/Dave Donatoni/Jamie Campbell (Hon) 15:47:52.2/47.73; 7. Don Griewe/Ron Naylor/Ty Davis (ATK) 16:10:15.6/46.63; 8. John Braasch/Jeff Kawell/Jeff Capt (Kaw) 16:48:42.2/44.86; 9. Ron Lawson/Robb Mesecher/Tim Tolleson/Robert Rex (Hon) 17:01:40.0/44.29; 10. David Rees/Wayne Martin/Craig Adams (Hon) 17:26:40.5/43.23; 11. Jay Hopkins/Dean Hopkins (Kaw) 17:59:19.8/41.92; 12. Craig Smith/Jeff Dickerson (Kaw) 18:01:13.0/41.85; 13. Casey Folks/Bill Maxim/Keith Pearson (KTM) 18:03:50.5/41.75; 14. Tetsuo Ozaki/Jeff Atkins (Hon) 18:07:45.6/41.60; 15. Manuel Santana/Arturo Vasquez (KTM) 18:12:05.2/41.43; 16. Richard Jackson/Doc Etchart/Lynn McGraw (Hon) 18:22:27.1/41.04; 17. David Callaway/Jim Eveland/John Silva (Kaw) 18:25:42.1/40.92; 18. Kit Palmer/Kinney Jones/Geoff Sanborn (Hon) 18:27:58.0/40.84; 19. Susumu Morioka/Masanori Tanizaki (Hon) 18:31:05.3/40.72; 20. Eizaburo Karasawa/Yasushi Maruyama (Hon) 18:38:32.7/40.45.

CLASS 20 (125cc): 1. John Braasch/Jeff Kawell/Jeff Capt (Kaw); 2. Craig Smith/Jeff Dickerson (Kaw); 3. Toshiro Kato/Jiro Aratame (Kaw).

CLASS 21 (250cc): 1. Darren Sanford/Fred Willert/Brian Schmuckle (Suz); 2. Scott Morris/Joey Lane/Roger Hurd (Kaw); 3. Johnny Campell/Dave Donatoni/Jamie Campell (Hon); 4. Susumi Morioka/Masamori Tanizaki (Hon); 5. Blair Sharpless/Guy Perrett (Suz); 6. Shinobu Tsuruta/Minoru Uchida (Suz); 7. Yoav Hasson/Aviv Kadshai (Kaw); 8. Ryo Matsui/Akihiro Shiomura (Kaw); 9. Makoto Ohta (Kaw); 10. Yoshiaki Sadtome (Hon); 11. Shizukio Otsubo/Tomohiro Murakami (Hon); 12. William Goodman/TomVernon (Kaw); 13. Ricardo Cruz/Leonel Vallejo (Kaw); 14. Yumiko Kawasaki/Daisuke Kishigami (Kaw).

CLASS 22 (500cc): 1. Larry Roeseler/Ted Hunnicutt/Marty Smith (Kaw); 2. Danny Hamel/Jimmy Lewis/Dave Ondas (KTM); 3. Garth Sweetland/Paul Krause/Greg Zitterkopf (Kaw); 4. Don Griewe/Ty Davis/Ron Naylor (ATK); 5. Ron Lawson/Robb Mesecher/Tim Tolleson (Hon); 6. Jay Hopkins/Dean Hopkins (Kaw); 7. Tetsuo Azaki/Jeff Atkins (Hon); 8. Eizaburo Karasawa/Yasushi Maruyama (Hon); 9. Dave Konarska/John Griffin (Kaw); 10. Roy Buelna/Vito Hale (Hon); 11. Daniel Theric/Hugua Baude (Hon); 12. Yukio Higuchi/Noboru Nakamura (Hon); 13. Tom Wimberly/David Thornton (Kaw).

CLASS 30 (Over 30 years of age): 1. David Rees/Wayne Martin/Craig Adams (Hon); 2. Manuel Santana/Arturo Vazquez (KTM); 3. David Callaway/Jim Eveland/John Silva (Hon); 4. Kit Palmer/Kinney Jones/Geoff Sanborn (Hon); 5. Ken Wilkes/Jack Rotten (ATK); 6. Mark Haber/Jesse Ellico (Kaw); 7. Karel Kramer/Mike Webb (Hon); 8. Masaaki Hayashi/Masayuuki Yoshida (Hon); 9. Charlie Halpin/Rob Poznoff (Kaw); 10. Dave Dahmer/Chris Eberz (Hon); 11. Bob MacKenzie/Joe Kirklin (Kaw); 12. Scott Burch/Rob Bernard (Hon); 13. Hisazumi Fukumura/Yoshitaka Noda (Hon).

CLASS 40 (Over 40 years of age): 1. Casey Folks/Bill Maxim/Keith Pearson (KTM); 2. Richard Jackson/John Etchart/Lynn McGraw (Hon); 3. Mike Harper/Ron Gray (Kaw); 4. Ron Bishop/Niles Ussery (Hgb).

CLASS 50 (Over 50 years of age): 1. Ross Termin/Hoyt Statham (Kaw); 2. Al Perrett/Sam Gregg (Kaw).

TOTAL M.C. STARTERS: 90

TOTAL M.C. FINISHER: 52

O/A 4-WHL: Larry Ragland 16:37:35.1

THE 1992 YAMAHA CONTINGENCY PROGRAM

CMC GOLDEN STATE SERIES

8 Events	1st	2nd	3rd	4th	5th
Amateur:	$500	$300	$200	$150	$100
Pro:	$3,000	$2,000	$1,500	$1,000	$500

(California)

AMA FLORIDA WINTER SERIES

5 Events	1st	2nd	3rd	4th	5th
Amateur:	$500	$300	$200	$150	$100
Pro:	$3,000	$2,000	$1,500	$1,000	$500

(Florida)

GFI WINTER SERIES

12 Events	1st	2nd	3rd	4th	5th
Amateur:	$500	$300	$200	$150	$100
Pro:	$3,000	$2,000	$1,500	$1,000	$500

(California)

MMDA SILVERDOME SERIES

7 Events	1st	2nd	3rd	4th	5th
Amateur:	$300	$250	$200	$150	$100
Pro:	$500	$300	$200	$150	$100

(Michigan)

MMDA SILVERDOME FINAL

1 Event	1st	2nd	3rd	4th	5th
Amateur:	$300	$250	$200	$150	$100
Pro:	$500	$300	$200	$150	$100

(Michigan)

NMA WORLD MINI

1 Event	1st	2nd	3rd	4th	5th
Amateur:	$300	$250	$200	$150	$100
Pro:	$500	$300	$200	$150	$100

(Nevada)

CMC SPRING CLASSIC SERIES

8 Events	1st	2nd	3rd	4th	5th
Amateur:	$300	$200	$150	$100	$50
Pro:	$500	$300	$200	$150	$100

(California)

ECEA ENDURO SERIES

11 Events	1st	2nd	3rd	4th	5th
Amateur:	$200	$150	$100	$75	$50

(Delaware, Maryland, New Jersey, Pennsylvania, Rhode Island)

TEXAS CROSS COUNTRY SERIES

10 Events	1st	2nd	3rd	4th	5th
Amateur:	$150	$100	$75	$50	$25

(Texas)

SETRA ENDURO SERIES

10 Events	1st	2nd	3rd	4th	5th
Amateur:	$200	$150	$100	$75	$50

(Georgia, S. Carolina, Alabama, Florida)

GNC TEXAS SERIES

4 Events	1st	2nd	3rd	4th	5th
Amateur:	$250	$200	$150	$100	$50
Pro:	$300	$250	$200	$150	$100

(Texas)

GNC INTERNATIONAL FINAL

1 Event	1st	2nd	3rd	4th	5th
Amateur:	$300	$200	$150	$100	$50
Pro:	$500	$300	$200	$150	$100

(Texas)

MAMMOTH MOUNTAIN MOTOCROSS

1 Event	1st	2nd	3rd	4th	5th
Amateur:	$500	$300	$200	$150	$100
Pro:	$1,000	$750	$500	$300	$150

(California)

GNC GOOD TIME NATIONAL

1 Event	1st	2nd	3rd	4th	5th
Amateur:	$300	$200	$150	$100	$50
Pro:	$500	$300	$200	$150	$100

(Texas)

NMA PONCA CITY AMATEUR NATIONAL

1 Event	1st	2nd	3rd	4th	5th
Amateur:	$300	$250	$200	$150	$100
Pro:	$500	$300	$200	$150	$100

(Oklahoma)

AMA LORETTA LYNN AMATEUR NATIONAL

1 Event	1st	2nd	3rd	4th	5th
Amateur:	$300	$250	$200	$150	$100
Pro:	$500	$300	$200	$150	$100

(Tennessee)

GFI FALL SERIES

10 Events	1st	2nd	3rd	4th	5th
Amateur:	$300	$200	$150	$100	$50
Pro:	$500	$300	$200	$150	$100

(California)

CMC TRANS-CAL SERIES

9 Events	1st	2nd	3rd	4th	5th
Amateur:	$300	$200	$150	$100	$50
Pro:	$500	$300	$200	$150	$100

(California)

AMA WINTER OLYMPICS

4 Events	1st	2nd	3rd	4th	5th
Amateur:	$250	$200	$150	$100	$50

(Florida)

NESC CHAMPIONSHIP SERIES

28 Events	1st	2nd	3rd	4th	5th
Amateur:	$250	$200	$150	$100	$50
Pro:	$500	$300	$200	$150	$100

(Connecticut, Maine, Massachusetts)

MAMA CHAMPIONSHIP SERIES

21 Events	1st	2nd	3rd	4th	5th
Amateur:	$200	$150	$100	$75	$50

(Pennsylvania)

ROCKY MOUNTAIN ENDURO CIRCUIT SERIES

8 Events	1st	2nd	3rd	4th	5th
Amateur:	$150	$100	$75	$50	$25
Pro:	$250	$200	$150	$100	$50

(Colorado)

NMA OFF-ROAD SERIES

10 Events	1st	2nd	3rd	4th	5th
Amateur:	$200	$150	$100	$75	$50

(Washington)

SRAC COLORADO STATE CHAMPIONSHIP

16 Events	1st	2nd	3rd	4th	5th
Amateur:	$150	$100	$75	$50	$25
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(Colorado)

CMC MID-SUMMER NIGHT CLASSIC SERIES

8 Events	1st	2nd	3rd	4th	5th
Amateur:	$300	$200	$150	$100	$50
Pro:	$500	$300	$200	$150	$100

(Arizona)

CMC DESERT STATE CLASSIC SERIES

8 Events	1st	2nd	3rd	4th	5th
Amateur:	$300	$200	$150	$100	$50
Pro:	$500	$300	$200	$150	$100

(Arizona)

AMA DISTRICT 5, 6, 11, 14, 17, 18 MOTOCROSS

8 Events Ea.	1st	2nd	3rd	4th	5th
Amateur:	$150	$100	$75	$50	$25
Pro:	$250	$200	$150	$100	$50

(So. Ohio, Michigan, No. Illinois, So. Illinois / Missouri, W. Pennsylvania / W. Virginia, Pennsylvania)

AMA PROFESSIONAL 125CC SUPERCROSS SERIES

18 Events	1st	2nd	3rd	4th	5th
Pro:	$5,000	$2,500	$2,000	$1,500	$1,250
	6th	7th	8th	9th	10th
	$1,000	$750	$500	$250	$100

(National)

AMA CROSS COUNTRY SERIES

12 Events	1st	2nd	3rd	4th	5th
Amateur:	$300	$250	$200	$150	$100

(Tennessee, North Carolina, West Virginia, Pennsylvania, Ohio)

AMA DISTRICT 37 (Best In The West)

10 Events	1st	2nd	3rd	4th	5th
Amateur:	$200	$150	$100	$75	$50

(California)

CMC PAC-WEST SERIES

5 Events	1st	2nd	3rd	4th	5th
Amateur:	$300	$200	$150	$100	$50
Pro:	$500	$300	$200	$150	$100

(Washington, Oregon)

CAROLINA SPRING SERIES

10 Events	1st	2nd	3rd	4th	5th
Amateur:	$250	$200	$150	$100	$50
Pro:	$400	$300	$200	$150	$100

(South Carolina, Virginia, North Carolina, Tennessee)

FTR HARE SCRAMBLES SERIES

10 Events	1st	2nd	3rd	4th	5th
Amateur:	$200	$150	$100	$75	$50

(Florida)

Information subject to change. All 1988+ YZ/WR models eligible. All 125cc/250cc Amateur Veteran, Senior and Women's classes eligible at all events. 200cc/500cc classes eligible at all "off-road" events. Rider must submit a 1992 Contingency Form to be eligible. There must be at least 5 riders in a class to qualify for contingency. Yamaha logo must be prominently displayed on all machines. AMA Professional 125cc Supercross winners will be paid by check. All other winning riders will receive "YZ Bucks" Certificates, redeemable for parts and merchandise at any Yamaha Dealer. Program covers 125cc and 250cc classes. Yamaha will pay contingency upon confirmation from promoter that rider competed on a properly qualified motorcycle. *©1991 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)*

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Dual doggin' it to the Yellow Umbrellas

By Anne Van Beveren
Photos by Kinney Jones

It wasn't exactly the Mona Lisa, but it was as close to great art as you were going to get on a dirt bike.

Huge yellow umbrellas marched across the hills on either side of the interstate north of Los Angeles. They perched on steep ridges, sat like stately trees in the middle of sun-dried grassy fields, and cast shadows on the roads surrounding the small town of Gorman.

Each of the 1760 umbrellas towered nearly 20-feet high and the bright yellow canopies, more than 28-feet in diameter, billowed in the wind that funnels endlessly through the area known as the Tejon Pass.

The octagonal umbrellas were the work of the eccentric one-name artist Christo, whose other artistic endeavors include a 24-mile fence of white nylon erected in nothern California in 1976 and 1983's "Surrounded Islands," which encircled 11 islands near Miami with pink fabric.

Christo's latest exhibit, entitled "The Umbrellas, Project for Japan and USA," scattered yellow umbrellas along an 18-mile stretch of California's Interstate 5, and erected almost as many blue umbrellas just north of Tokyo, Japan, for the same three-week period. The two-nation exhibit was funded entirely by the artist, at a cost of $26 million, and Christo claims the work was big enough to be seen from space.

The line of traffic on Interstate 5, as an estimated four million visitors travelled to see the free exhibit, could also be seen from space. By mid-day on Saturdays and Sundays, traffic heading out of Los Angeles came to a halt more than seven miles south of Gorman.

But Team Dual Dogs — a dual sport club for Los Angeles area residents, solved the problem for motorcyclists.

The club laid out a 177-mile on- and off-road loop that took riders from the Rowher Flat ORV area in Canyon Country to a hill above Gorman, and back by a different route. The 140 riders who took part in the event were on dirt almost all the way to Gorman, and took narrow, twisty trails in the Hungry Valley ORV area for the final climb to their birds-eye view of the umbrellas. The hilltop provided four massive umbrellas to shelter the sun

and an unobstructed view of the clogged freeway below.

"I went mainly for the ride, but I think I would've gone and seen the umbrellas anyway," said Mike Eaton. "I sure appreciate seeing them on a motorcycle when I see all that traffic. We could putt along and see them at our leisure. It's much better than being trapped in a car in all those fumes."

The Dual Dogs ride fell on the best viewing day the exhibit had seen. A haze that blocked visibility in the opening days had dissipated and for the first time, the length of the valley was in sight.

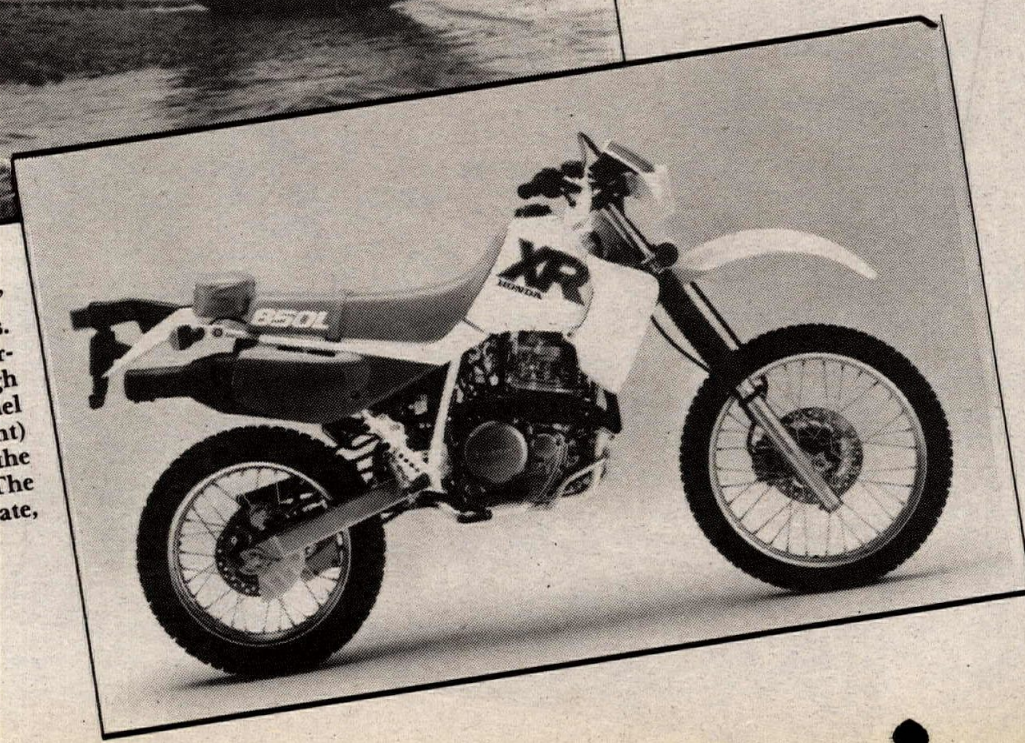
"The umbrellas were really pretty," said side-hack passenger Lucinda Strub. "They were all just sitting there like flowers on the hillsides, great big yellow things, floating around ready to take off."

First-time dual-sporter Tim Ryan gave up his wedding anniversary and the first day of the quail hunting season to see the umbrellas, and spent three days preparing his 1964 Triumph TR6 for the ride. "This is the first time it's been out since 1974," said Ryan. "It's a long way to go on a monster like this — I'll bring something else for the long rides next time, but it's been great. The umbrellas are terrific and I had the time of my life getting there and back." CN

November 27, 1991 CYCLE NEWS

1992 Dual Sport Bikes

ATK offers two versions of its 350 and 604cc, electric-start dual sport bikes, with either regular carburetion or electronic fuel injection feeding the air-cooled Rotax engines. The ATK features White Power suspension with 11.8 inches of travel up front and 13 at the rear, with a claimed dry weight as low as 259 lbs. for the 350cc model. The 350cc model sells for $6830 while the 604cc unit has a $7195 price tag. Fuel injection boosts the price $600 on each model.



(Above) BMW considers its $7490 R100GS an "adventure touring" machine that allows its owner to continue when the pavement ends. Its 434-pound weight and wide, horizontally-opposed twin four-stroke engine make the GS more at home on the street, although it also covers the dirt okay. BMW also offers a Paris-Dakar model with an extra-large fuel tank and other extras for $8490. (Right) Honda will release the electric-start XR650L later in 1992. Like the XR250L, the 650 is based on Honda's off-road XR models. The XR650L's price will be announced closer to its May release date, while the XR250L sells for $3299.

(Left) Kawasaki's 1992 KLR650 is unchanged from last year's model, and it even sports the same $3699 price tag. An electric starter cranks the liquid-cooled, dual-overhead cam, four-valve engine, and the KLR comes equipped with a skid plate, handguards and rear cargo rack.

(Right) Like its big brother, the KLR250 went unchanged for '92, although the suggested retail price rose slightly to $2999. The little KLR is more dirt-oriented and relies on a standard kick starter to fire the 249cc, dual-overhead cam engine. Kawasaki's dual sport line also includes the $1399 KE100.

(Left) Suzuki started the modern dual sport revolution two years ago with the DR350S, and since its debut, there have only been minor changes. Suzuki also offers 650 and 250cc DRS models, and all feature kick starting, four-valve, air/oil cooled engines, and relatively light weight. The DR250S carries a $3199 suggested retail price, the DR350S goes for $3499 while the DR650S sells for $3799.

(Right) The XT225 Serow is the latest addition to Yamaha's dual sport lineup. Named after a mountain goat found in East Asia, the Serow is targeted towards the first-time dual sport buyer and features convenient electric start, an automatic cam chain tensioner, integrated counterbalancer and a 2.3-gallon fuel tank. Suggested retail price for the Serow is $2899.

(Left) Yamaha's XT600 became more street worthy when an electric starter and more bodywork was added a few years ago. The big XT hasn't been changed for '92 and carries a $4099 price tag. Yamaha still offers the more basic, kick start XT350 for $3299.

(Right) With its fat tires, Yamaha's TW200 is a different kind of dual sport machine. An electric starter cranks the 196cc air-cooled, counter-balanced four-stroke motor, but it also has a backup kick start lever. The TW200 weighs 260 pounds and has a $2449 suggested retail price.

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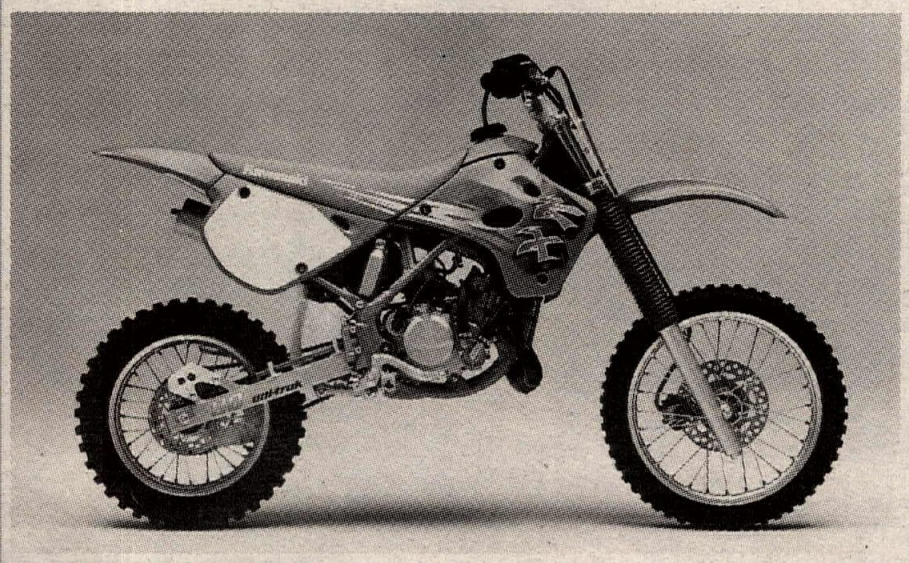

1992 KX80

- Drilled front and rear disc help keep the brakes working better no matter how sloppy the track gets.
- Higher compression ratio and added booster port result in the hottest KX80 ever.
- Trick oval-shaped aluminum silencer keeps the weight and noise down.
- Improved ignition coil delivers a hotter spark for stronger engine performance.
- Available in standard and big wheel sizes.

1992 KX125

- New cylinder and KIPS system feature a guillotine-slide type exhaust valve for more precise port timing and a smaller, more compact cylinder assembly.
- New floating front brake disc helps keep the disc in alignment with the caliper.
- The perimeter frame is even stiffer between the swingarm and steering head.
- Larger-diameter clutch assembly.
- New chassis geometry and slimmer body-work.
- New cases feature modified transfer ports for better intake charge flow.
- Longer-stroke engine helps the KX125 hook up for better acceleration.

1992 KDX250/KDX200

- Both bikes feature crescent-slide carbs that speed intake velocity for quicker throttle response and improved low-end power.
- The KX-based KDX250 engine is specially tuned for enduro-type riding. Lots of low-end grunt for long hills and plenty of top-end for fire roads.
- The KDX250's trick perimeter frame and deep-drop tank carry the fuel load way down in the frame for excellent mass centralization.

See the 1992 KX/KDX Motorcycles

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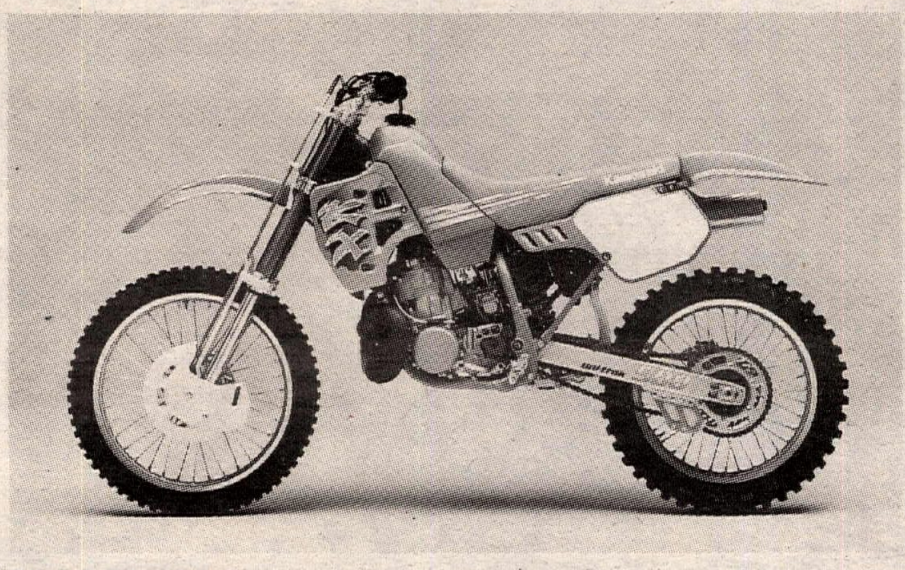
Introducing Kawasaki's 1992 MX and Off road Line-up - the KX and KDX Models. — Changed where it improves. Left alone where it doesn't. Our bikes are constantly evolving: the '92 Kawasakis are just doing it a step ahead of the competition, which is where on the track a 1992 KX or KDX will put you. Kawasaki. Change for improvement. Not for the sake of it.

1992 KX250

- New bodywork makes the '92 the slimmest KX250 ever built.
- New longer shock body for added durability.
- New bore & stroke helps you get the power to the ground-something you'll appreciate because the new porting, pipe and airbox give you more to put there.



1992 KX500

- 39mm crescent-slide car speeds intake velocity for quicker throttle response and rheostat-smooth low-end power.
- Rigid 43mm tubes help make the upside-down cartridge fork the best in class.
- Adjustable UNI-TRAK suspension system flattens the nastiest stuff on the track with 13 inches of travel.
- Automatic engine decompression system means easier starts.

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RIDING IMPRESSION 1992 Honda XR250L

Goin' off the beaten path

By Kit Palmer
Photos by Kinney Jones

It sure didn't take long for Honda to see the light.

After Suzuki successfully reintroduced serious dual sport bikes in the fall of 1989 with the 1990-model DR250 and 350S, Honda retaliated a year later with its own version of a street-legal dual sport bike, the XR250L.

Based on the already-proven and popular off-road only XR250R, the '91 XR250L also proved profitable for Honda. In fact, the XR250L was so successful that Honda will soon release another serious dual sport model, the electric-start XR650L, which is closely related to the off-road XR600R. The 650, though, won't hit showroom floors until early next spring.

But the 1992 XR250L is ready to go right now, mainly because it's the same bike as the 1991 model, except for new graphics. It's powered by a SOHC, 249cc, Radial Four-Valve Combustion Chamber (RFVC), air-cooled, four-stroke single. The motor is identical to the R-model's, except for minor modifications to make it EPA-legal for pavement use. Those mods include changes to the silencer and carburetor in an effort to quiet the XRL.

The motor features a gear-driven counterbalancer, dual intake and exhaust ports, maintenance-free automatic cam chain tensioner and primary kickstarting with an automatic decompression system. The air/fuel mixture is handled by a 30mm Keihin carburetor, with a push/pull choke knob located near the handlebars.

When it comes to performance, the motor isn't going to win any horsepower awards, but it is going to please a lot of people on the trail. For a relatively small four-stroke motor, the XRL pulls well and is fun to roost around on a variety of terrain. It has a smooth powerband, which will appeal to entry-level riders as well as the veterans.

There's just enough power on tap to make the XRL a decent commuting bike, even if your route puts you on the expressways. The XRL can cruise along the pavement fairly comfortably between 60 and 65 mph, but it's definitely more at home cruising around town or out in the hills.

Starting the XRL isn't exactly easy, but neither is it difficult. If you use the same procedure to kickstart the XRL as you would a two-stroke bike, though, you'll kick until you're red in the face. The XRL has an automatic compression release system that is operated by pressing down on the right-side kickstarter lever until a click is heard. After letting the kick-starter lever back up, *then* you go for it. Even using the correct procedure, the XRL sometimes takes a number of kicks to fire. Since it's a rather small motor you're turning over, it doesn't take that much effort and won't wear you out.

When running, the XRL is very quiet, thanks to its U.S. Forest Service-approved spark arrestor/muffler. It's so quiet that the neighbors won't hear you pulling out of the driveway on those early morning weekend rides.

Power is transferred to the rear wheel via a six-speed transmission. First gear is quite low, which is nice for the tight trails, while sixth is tall enough for the highway stretches. Shifting is smooth and the clutch has a light pull.

The XRL feels very small. It has a relatively low 34.8-inch seat height and a short 56.3-inch wheelbase. Although it comes in a small package, it weighs a hefty 259 pounds (claimed) dry. The extra weight can be felt on the trails, especially while riding the bike hard. On tight and rocky trails, a sweat can easily be worked up muscling the little XRL around. But for cruising down the dirt roads and exploring, the weight is not apparent.

Suspension is typical for a dual sport, on/off-road bike — too plush. Right out of the crate, the XRL is set up for casual off-road riding. Anything more than that and things get exciting. An aggressive rider will want to bump up the preload at both ends, especially in the front fork. The 41mm air-adjustable, leading-axle Showa units are a bit on the soft side, so it's rather easy to use up the 10.2 inches of wheel travel.

The Pro-Link rear suspension utilizes a single Kayaba shock, and is set up for a rider in the 150-pound range. The shock has plenty of adjustments, including four-way compression and rebound damping settings. Rear wheel travel is the same as up front — 10.2 inches.

Both the front and rear disc brakes get the job done nicely. They have plenty of power without feeling grabby.

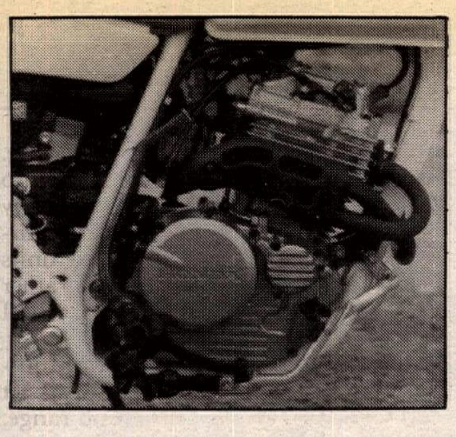
For those long days in the saddle, the XRL is comfortable enough. The seat is wide and fairly soft, but a taller rider might feel a bit cramped on the little 250. The handlebars have the same bend as the XR off-road model, as well as the same grips and brush/hand guards.

A number of nice features grace the XRL, such as a push-to-cancel turn signal switch, folding brake and shift lever tips, a bright high/low beam headlight, a quick-detach side number plate for easy access to the two-stage foam air filter, #520 O-ring sealed drive chain, 18-inch rear wheel and flex-mounted turn signals.

Unfortunately, the steel gas tank is a little on the small side. It only holds 2.4 gallons, including a 0.4 gallon reserve. The most we squeezed out of the smallish tank before having to switch to reserve was 115 miles, but that was mostly highway riding. Figure on approximately 80 miles or so on the dirt.

We enjoyed riding the little XR250L a lot. It makes modest power, it's small and the suspension is good. It's an excellent around-the-town bike and can even handle some commuting work, as long as the commute isn't *too* far. Anything more than about 30

The XR250L is small, handles well and has a mellow powerband, which should make it appealing to a wide range of riders. It's more dirt orientated that street.



(Above) The XR250L features an air-cooled, SOHC, four-valve RFVC motor, with manual starting. (Below) The fork works well when the trail get rough.

miles of highway riding is pushing it a bit on the XRL.

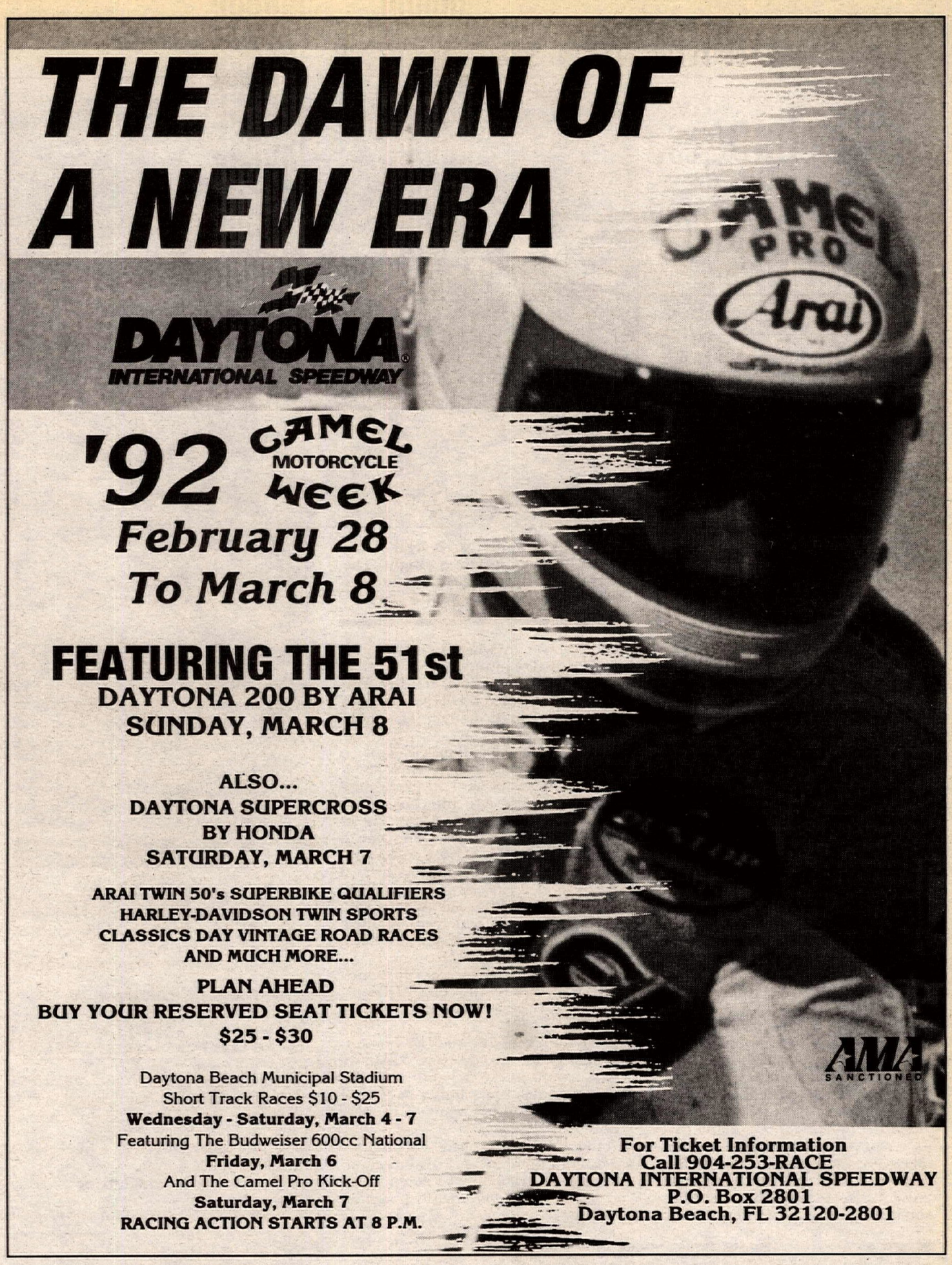
As an off-road bike, the XRL is a blast if you're not too concerned about trench-digging horsepower. If you are, you'll be disappointed. The XR250L isn't intended to get you from one place to another quickly. Instead, it's successfully designed to get you from your garage to *Daisy May's Country Cookin' Cafe* in as much time as possible — off the beaten path.

You *know* what we mean. CN

Specifications

Honda XR250L

Engine type ..... Air-cooled, SOHC, 4-valve RFVC, 4-stroke, single
Bore x stroke ..... 73mm x 59.5mm
Displacement 249cc
Compression ratio 9.3:1
Carburetor ..... Keihin 30mm w/accelerator pump
Starting system ..... Primary kick
Ignition ..... Solid state CD w/electronic advance
Lubrication ..... Wet sump
Final drive ..... #520 O-ring chain
Frame ..... Semi-double-cradle, high-tensile steel, w/square-section downtube
Front suspension ... Telescopic fork
Fork tube diameter 41mm
Front wheel travel ..... 10.2 in.
Rear suspension ..... Pro-Link, single shock, aluminum box-section swingarm
Rear wheel travel ..... 10.2 in.
Front brake .... Single disc w/twin-piston caliper
Rear brake .... Single disc w/single-piston caliper
Front tire ..... 3.00 x 21 in.
Rear tire ..... 4.60 x 18 in.
Claimed dry weight ..... 259 lbs.
Wheelbase ..... 56.3 in.
Fuel capacity ..... 2.4 gal.
Ground clearance ..... 11.6 in.
Seat height ..... 34.8 in.
Colors ..... White w/red and blue
Retail price $3299



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Little changes, *big* difference

By Kit Palmer
Photos by Kinney Jones

No one will argue against the fact that, right out of the crate, the Suzuki DR350S fits the bill for casual trail riding. But for the more aggressive dual sport rider, there are certain areas where the DR needs improvement, mainly in the suspension department, overall weight and gas capacity.

In stock condition, the DR's suspension is way too soft for anything but casual trail riding. Our biggest gripe is the DR's fork, which is undersprung and doesn't have enough rebound damping. To solve these problems, we handed over our 1991 DR350S to Progressive Suspension, an aftermarket company that specializes in dual sport machinery, especially the Suzuki DR models. Both the fork and rear suspension got the works.

First, the fork was completely torn down and the stock springs were tossed away and replaced by stiffer 20/30 lb. progressive-rate springs. Next, the damper rods were modified to increase rebound damping. This work, however, was not performed by Progressive Suspension. Instead, Progressive handed the damper rods to Strictly Suspension, another aftermarket company located just a stone's throw away. Strictly Suspension machined the damper rods.

The forks were then reassembled with fresh oil. The complete fork modification runs $85. The fork springs can be purchased separately for $59.95.

At the rear, the entire stock shock was replaced by an all-new Progressive-built unit. The shock features a steel body, a remote reservoir, and five-position rebound and compression damping adjustments. Unlike the rebound damping adjustment control knob that uses five detents for tuning, the compression damping adjustment has no detents. Instead, the compression damping knob can be twisted three revolutions and stopped anywhere in between for extremely fine tuning.

(Above) The words "street legal" takes on a whole new meaning. (Right) The four-gallon Acerbis gas tank doubles the DR's range. It has a solid mount.

Progressive installed a stiffer 350/390 lb. spring on our DR, but the stock spring will fit if desired. The shock body costs $340.

The stock 2.0-gallon gas tank is rather small and only provides about 70 miles worth of hard off-road riding before it requires refueling. For serious exploring, 70 miles just doesn't cut it.

This is where Acerbis USA came to the rescue. Acerbis offers a super-sano 4.0-gallon plastic tank that easily bolts on to the DR350S, as well as the off-road only DR350L. The Acerbis tank uses two petcocks, which are supplied, as well as complete mounting hardware needed for a *solid* fit.

The Acerbis tank comes in white, yellow or blue with colorful decals, and has a suggested retail price of $149.95.

We didn't modify the DR's motor, primarily for two reasons. First, we didn't want to risk reliability for the sake of a few more horsepower, and secondly, we didn't want to increase noise.

But after much debate, we installed a Cobra Engineering ISDE Pro aluminum muffler, mainly because it's two pounds lighter than the stock muffler and looks a lot better. The decision to try the Cobra muffler was made after speaking with the company's founder, Ken Boyco, who claimed his muffler is only one decibel louder than the stock muffler. We were skeptical at first, but to our surprise the Cobra muffler is just about as quiet as the stock muffler. It might be a decibel louder than stock, but you can *barely* tell the difference. Boyco also claims that the Cobra muffler increases horsepower, albeit slightly.

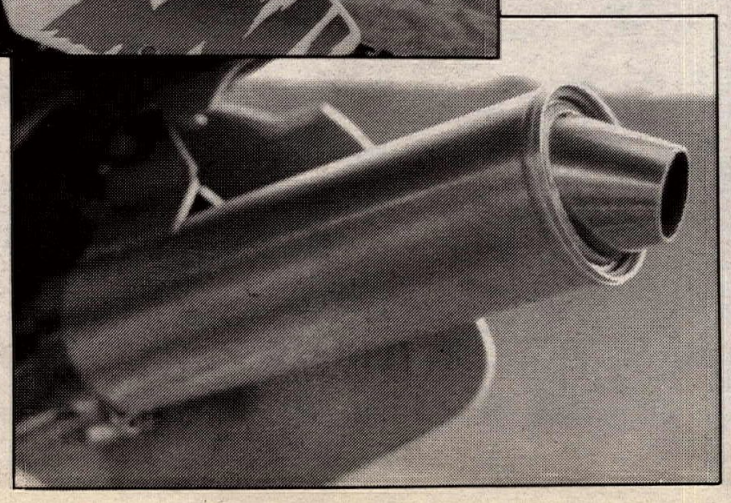
"We really didn't design it to increase horsepower," said Boyco. "It was mainly designed to replace the stock muffler because it's so ugly and heavy. It's kind of like putting mag wheels on your car. But keeping it quiet was priority number one."

The Cobra muffler is U.S. Forest Service-approved and does not have to be cleaned or rebuilt. It has a suggested retail price of $129.95.

To further reduce weight, we removed the stock 10-pound metal brace under the rear fender and attached the license plate to the top of the rear fender.

In our opinion, the stock DR seat is too narrow, short and much too hard. We contacted Chris Haines of Baja Off-Road Products, and he set us up with a longer and wider seat for the DR. The replacement seat uses the stock base but with an extension which makes it significantly longer. The seat comes in a variety of colors with non-slip or plain covers. The cost is $131, which includes foam, cover and extension. Standard length is also available.

Baja Off-Road Products offers a wider and longer seat for the DR. It is more comfortable than the stock seat and is better for doubling-up.



Cobra Engineering's ISDE Pro aluminum muffler is about two pounds lighter than the original muffler and is only a decibel louder. To the ear the difference is hardly noticeable.

Suzuki DualSport Riders Club

Whether you own a stock or modified Suzuki DR250, 350, or even the 650S Dual Sport bike, don't forget that you are eligible to join the Suzuki DualSport Riders Club, free of charge.

When you become a member you'll recieve a free subscription to Route Sheet, the club's quarterly newsletter which provides information such as event schedules, technical information, ride reports, personality profiles, and invitations to participate in local organized trail rides and dealership-sponsored Suzuki DualSport Club rides.

American Suzuki first introduced the Suzuki DualSport Riders Club last spring, and has since hosted and sponsored many organized dual sport trail rides across the country. The Suzuki club events are open to all riders, regardless of what make of street-legal dual sport motorcycle they ride, and demo rides aboard Suzuki's dual sport lineup of DR motorcycles are also available.

Not only does Suzuki use the rides to promote the DR line, but to promote the sport of dual sport riding. Charles Halcomb, Suzuki's DualSport Riders Club supervisor, said, "Of course we want to sell motorcycles, but our main goal is to promote the sport and get our dealers more involved with dual sporting events.

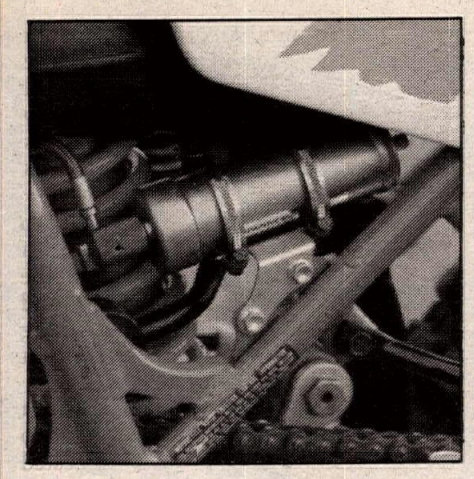
"We (American Suzuki) produced eight dual sport events this year in many different states," added Halcomb. "Next year, however, American Suzuki will not produce these events ourselves, instead we're encouraging our dealers to put on these Suzuki DualSport Riders Club events. Basically what we did this year was show the dealers how it's done, such as laying out a course, making up route sheets, setting up camp and so on. We'll still help the dealers by supplying food, taking care of most of the financial end of things and a lot more. But it's up to the dealers to host and promote the events in their areas."

Halcomb added that as a Suzuki DR owner, one should talk with their local Suzuki dealer and ask them to host a dual sport ride.

"If your dealer does not know about hosting a Suzuki DualSport Club event, have them give us a call and we'll give them all the information they need and help them out the best we can," said Halcomb.

If you don't own a Suzuki dual sport motorcycle, or even if you do, there are plenty of other dual sport organized rides out there. More and more local motorcycle clubs, as well as AMA/District clubs are getting in on the act. The AMA will again host at least 10 events in 1992 with its AMA National Suzuki Dual Sport Trail Ride Series.

For more information about the Suzuki DualSport Riders Club contact your local dealer, or if you want information about AMA-sanctioned dual sport rides, call the AMA at 614/891-2425.



The Progressive shock is completely adjustable and works extremely well.

If you plan on spending a lot of time on the dirt, we reccommend swapping the stock tires with DOT-approved knobbies at both ends.

For serious dual sport riding, these modifications really make the DR sing, and they can be performed on any year model DR250 or 350S. Perhaps the most noticeable overall improvement is the fork. If you only make one modification to your DR, we suggest spending your hard-earned cash on the fork — you won't be disappointed. The Progressive/Strictly Suspension modifications really smooth out the DR's ride over gnarly bumps and ruts, and absolutely boost rider confidence.

The shock also works well. Combined with the modified fork, it soaks up the rough stuff extremely well, especially landing off jumps.

The Acerbis gas tank just about eliminates any worries of running out of gas in the middle of nowhere. Even after a 120-mile journey through mostly gas-robbing sand, we didn't have to switch to reserve. You can feel the tank's bulkiness with your knees, but it's a small price to pay for the increased range.

But the increased ride means longer stints in the saddle, and that's when we really appreciated the new seat. You can last twice as long on the Off-Road seat as compared to the stocker before feeling the need to give your butt a rest.

If you're a serious dual sport rider, the kind who spends most of his time on the trail rather than the pavement, we highly recommend these modifications to the DR350S, as well as the 250.

Sure, these modifications aren't exactly cheap, but that's what Christmas is for, right?. Have you looked at the calendar lately? CN

Progressive Suspension
11129 G Ave.
Hesperia, CA 92345
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Strictly Suspension
11129 G Ave., Building #2
Hesperia, CA 92345
Phone: 619/261-0233

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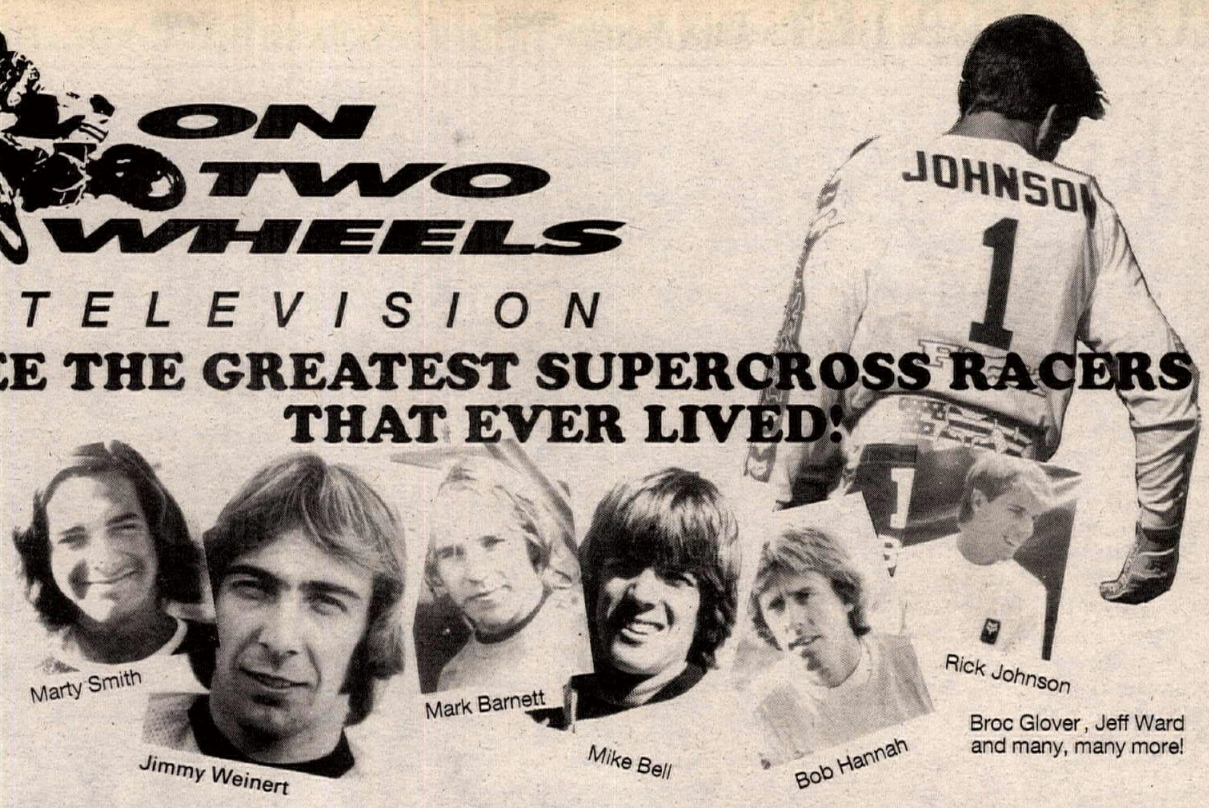

DATE		TITLE OF SHOW	TIME
November 21, 1991	9107	'83 Atlanta Supercross	5:30 - 6:30 pm
November 28, 1991	9108	'84 Atlanta Supercross	5:30 - 6:30 pm
December 5, 1991	9109	'85 Anaheim Supercross / ('85 San Diego SX)	5:30 - 6:30 pm
December 12, 1991	9110	'85 Rose Bowl Supercross (125cc & 250cc)	5:30 - 6:30 pm

*Times subject to change based on LA Kings games - check your local listings

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CROSS COUNTRY AMA Wiseco/Yamaha/Yokohama GNCC Series: Final round

Scott Summers clinched his second consecutive GNCC Championship in Tennessee.

Jeff Russell (left), Scott Plessinger (107) and Doug Blackwell (9) share the holeshot.

Summers wins, clinches title

By Davey Coombs

GREENEVILLE, TN, NOV. 10

Honda's Scott Summers put the finishing touches on his second straight AMA Grand National Cross Country title by winning the series finale at the Dallas-Ricker Racing Complex's Volunteer 100.

Summers needed either a first- or second-place finish in order to defeat the title efforts by series-long rival Duane Conner. Summers responded by winning his fifth GNCC event of the series and clinched the championship with two points to spare.

"I'ld like to say that I never lost hope for another title," said Summers, who also successfully defended his National Hare Scrambles Championship title earlier in the year. "But there was a time after all those early DNFs that I thought it was too far out of reach. I'm just glad I got all of the bad luck out of my system early in the series."

The GNCC Series began in March and included 13 rounds, with the best nine scores counting towards the overall championship. Summers and his Hondaline/Oakley/PJ1/Bridgestone/White Bros./Sprocket Specialists/Camelback/Tsubaki/Fredette Racing/Maier/CTi/Power-Mist/Arai/Bloomington Honda-backed Honda XR600 won five races but also finished 10th twice and DNF twice.

Conner finished second overall on the day and in the series. Having finished in the top five overall in 11 of the 12 series events he competed in, Conner was easily the most consistent rider in the series. But having won only one race, Conner did not have the first-place finishes to match Summers on the points chart.

"I just came up short at the end," said Conner. "I wanted to ride consistently all year long and leave it at that, so I'm very happy to have even been in contention. If I had started to worry about winning every race, I might've not ended up as well as I did."

Earlier in the season, Conner missed out on also finishing second overall by one point in the AMA National Championship Hare Scrambles Series.

Rounding out the top five at the cold and wet Vounteer 100 were Team KTM's Scott Plessinger, newly crowned National Enduro Champion Jeff Russell and Yamaha veteran Tim Shephard.

The Dallas-Ricker Racing Complex saw terrible weather for its first-ever National off-road event, but the facility's hot showers were a welcomed relief to the riders, who suffered through three hours of racing in freezing rain and sleet. The course began as an eight-mile-per-lap circuit, but after two early reroutes, the trail was cut down to about seven miles in length.

Kawasaki KX500-mounted Steve McSwain pulled an extraordinary holeshot from the outside of the starting grid, leading all the 250cc and Open A class riders through the early motocross section. After a half-mile sprint around the course McSwain led Plessinger, Russell, Conner, Summers, Kawasaki's Doug Blackwell and Terry Cunningham, and ATK's Frank Keegan, respectively.

"I was so muddy on the MX track I was afraid that I would lose my vision before we even got to the woods," said Summers. "I used up my tear-offs and then tried to race clear of the traffic as soon as possible."

Summers did just that, but joining him in the breakaway were Plessinger and Conner, as McSwain slipped back to fourth. Russell was next, while mediocre starter Shephard climbed up to sixth after the first 22-minute-long lap. Cunningham, who had an outside shot at the title coming into the finale, was back in ninth and would later pull out with a bruised thigh. He finished the series third overall.

After one lap, a difficult off-cambered section was rerouted when it became virtually impassable. Summers, Plessinger and Conner were all pointed in the new direction, but Russell, Shephard and McSwain somehow missed the turnoff. After struggling through the original trail they fell approximately two minutes behind the leaders.

In order for Conner to clinch the championship, he needed to win the Volunteer 100 and hope that Summers finished no higher than third. Plessinger, who was out of the overall series picture after an early string of DNFs, was in a position to play the spoiler. For the first hour of the three-hour long race, he engaged the title contenders, much to the dismay of Summers.

"Scott (Plessinger) went ballistic on me there for a while," said Summers. "It was like he didn't want to let me get by him. He might've been trying to save his goggles, or maybe he wanted Duane to win, more than me. Either way, on the third lap, he banged into me when I tried to pass him on the outside and took me down. I got going again in about 30 seconds time and needed a lap to catch back up, and then in the exact same corner I tried the same thing and he knocked me down again!"

At that point, Conner, who seemed to be riding his own race without trying to mix it up with the others, was in position to claim the overall title.

"We were changing the lead back and forth for the whole first half of the race," said Conner. "The track was really breaking down and there were lines everywhere. I didn't make much contact with the other two but we were always together. I was just hoping that Plessinger could beat Summers to the checkered flag."

At the end of the fourth lap, Conner was seven seconds ahead of Plessinger with Summers nearly 40 seconds back. If the race had ended at that moment, Conner would've become the first Kawasaki rider ever to win the GNCC series.

Before Summers set out for his fifth lap, he made a quick pit stop to take on dry gloves, goggles and fuel. That left him even further off the pace, but both Conner and Plessinger had dismal fifth laps, each falling more than a minute off their earlier pace. At the same time Summers was on the move.

"After the pit stop I really got going," said Summers, who moved into the lead before the completion of the fifth lap. "Everything fell into place and I really took off. The trail wasn't very crowded, my lines were all clear, and the other guys messed up. After that, I just hauled ass towards the finish line."

The last hour was anticlimactic, as Conner could not make up the lost time on Summers, and Plessinger completely faded from the lead picture. Summers took the checkered flag with a two and one-half minute lead on Conner. Plessinger was two more minutes back, while Russell crossed the line fourth, an additional three minutes back. Shephard rounded out the top five overall, followed by Keegan and Blackwell.

"There's one guy who probably works harder than I do to win these races," said Summers. "And that's my mechanic Fred Bramblett. He gets the equipment ready and he gets Scott Summers ready. He deserves this title as much as I do."

Privateer Jeff Lauth blasted into the 200cc A class lead at the start aboard a Kawasaki KX125 and did a masterful job of holding prerace favorite Tom Norton off for the first 30 minutes. Norton powered his factory-backed KTM and was hoping to cap his class title-winning season with what would be his ninth class victory of the year. Norton moved past Lauth late in the second lap and directed his efforts towards a top 10 overall finish. Norton managed to work his way into eighth overall at the finish and was the last rider to complete all nine laps. Yamaha-mounted Michael Burk was a solid second-place 200cc A finisher and ninth overall on the day. Lauth placed 10th overall, third in class.

John Vincent ran his Yamaha WR500 into the Junior 25-Plus class winner's circle, clinching second overall in the final class standings behind winner Davey Coombs, who DNF at the series finale. Yamaha pilots Dave Santi and David Molnar finished two, three on the day. CN

Results

O/A: 1. Scott Summers (Hon); 2. Duane Conner (Kaw); 3. Scott Plessinger (KTM); 4. Jeff Russell (KTM); 5. Tim Shephard (Yam); 6. Frank Keegan (ATK); 7. Doug Blackwell (Kaw); 8. Tom Norton (KTM); 9. Michael Burk (Yam); 10. Jeff Lauth (Kaw); 11. Dwain Miller (Kaw); 12. Michael Cornett (Hon); 13. Tom Harris (Yam); 14. John Vincent (Yam); 15. Jeff Murgel (Hon); 16. Bob Sloan (Hon); 17. Terry Cunningham (Kaw); 18. Steve McSwain (Kaw); 19. Harvey Whitaker (Hon); 20. Dave Gunn (Kaw).

OPEN A: O/A. Scott Summers (Hon); 1. Frank Keegan (ATK); 2. Steve McSwain (Kaw); 3. Tim McIntosh (KTM); 4. Ron Palermo (ATK); 5. Greg Holden (KTM).

250 A: 1. Duane Conner (Kaw); 2. Scott Plessinger (KTM); 3. Jeff Russell (KTM); 4. Tim Shephard (Yam); 5. Doug Blackwell (Kaw).

200 A: 1. Tom Norton (KTM); 2. Michael Burk (Yam); 3. Jeff Lauth (Kaw); 4. David Black (Kaw); 5. E. Alex Cox (Hon).

4-STRK A: 1. Bob Sloan (Hon); 2. Harvey Whitaker (Hon); 3. Gary Roach (Hon); 4. Tracy Warrington (Hon); 5. Don Bohn (Suz).

JR A: 1. John Vincent (Yam); 2. David Santi (Yam); 3. David Molnar (Yam); 4. Davey Coombs (Suz).

VET A: 1. Tommy Harris (Yam); 2. David Fallas (Yam); 3. Alan Brutto (Kaw); 4. Justin White (Hon).

SR A: 1. Terry Mealer (Yam); 2. Bruce Triplett (Hon).

S/SR A: 1. Harry Greenlee (Yam).

OPEN B: 1. Lawrence Huffman; 2. Unknown; 3. Tim Mosberger (KTM); 4. Mark Adkins (KTM).

250 B: 1. Jeff Lowery (Yam); 2. Richard Bryan (Suz); 3. Mark Pahanish (Hon); 4. Shawn Brell (Yam); 5. Anthony Lambert (Suz).

200 B: 1. Kevin Brandon (Kaw); 2. Robin Spacht (Kaw); 3. Robert Thompson (Kaw); 4. Walter Griggs (Suz); 5. Mark Tinnin (Kaw).

4-STRK B: 1. Robert Murray (Hon); 2. Jeff Corra (Hon); 3. David Vines (Suz); 4. Steve Lafon (Hon); 5. Mark Niggemyer (Hon).

VET B: 1. Kerry Jones (Suz); 2. Manley Bradshaw (KTM); 3. Michael Holbert (Yam); 4. Sam Forrester (Yam); 5. Mark Allman (Hon).

SR B: 1. Richard Scott (Yam); 2. Shelby Murray (Yam); 3. Robert Cox (KTM); 4. Ronald Groves (Yam); 5. Nick Corwin (KTM).

S/SR B: 1. John Baker (Yam); 2. Bill Hartsell (Yam).

NOV: 1. Roger Arnold (KTM); 2. Brian Fuller (Suz); 3. Paul Rose (KTM); 4. Ernie Allen (Kaw); 5. Joshua McLevy (Kaw).

TEAM: 1. Thomas Bataillc/Bertram Dunlop (KTM); 2. Chris Nash/Mike Sanders (Kaw).

GNCC FINAL CHAMPIONSHIP POINT STANDINGS: 1. Scott Summers (172); 2. Duane Conner (170); 3. Terry Cunningham (162); 4. Jeff Russell (158); 5. Doug Blackwell (139); 6. Frank Keegan (135); 7. (TIE) Tim Shephard/Thomas Norton (125); 9. Craig Jones (117); 10. Scott Plessinger (102); 11. Rick Kresic (67); 12. Jeff Murgel (60); 13. Tom Harris (59); 14. Robert Tominello (56); 15. Gary Roach (54); 16. (TIE) Steve McSwain/Harvey Whitaker (52); 18. Stan Lojak (51); 19. Michael Burk (48); 20. Davey Coombs (43).

WE'RE HAVING FUN NOW

Jeff Russell

KTM's Second National Championship.

KTM has spent the year on one helluva win streak. Take Team KTM Enduro rider Jeff Russell, for example. It only took Jeff 8 races to clinch the 1991 AMA National Enduro Championship Series! Jeff dominated the field, finishing in the top three no fewer than seven (count 'em, seven) times! Add that to Danny Hamel's big win at the 1991 National Hare and Hound Championship, and that makes two championships this year for KTM!

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Has Scott Plessinger been on a tear lately, or what? Scott — riding his truly nasty KTM 250 D/XC — dusted tough competition to take the win in four consecutive National Cross Country events. Scott ruled in Edmonson, New York; Waterford, Ohio; Millfield, Ohio; and then again in the prestigious Flat River GP, Missouri.

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Scott Plessinger

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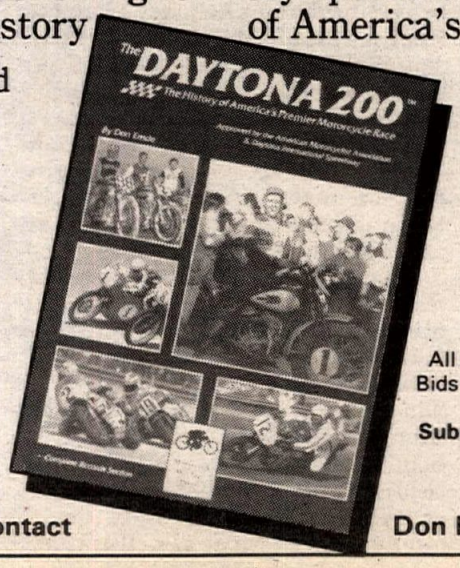

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SUPERCROSS Chesterfield Masters of Motocross Series: Round 4

FILE PHOTO BY ALEX HODGKINSON

Jean-Michel Bayle clinched the Masters title with his Monte Carlo Supercross victory.

Bayle clinches title with Monte Carlo win

By Alex Hodgkinson

MONTE CARLO, MONACO, NOV. 9-10

Despite two rounds left in the series, Jean-Michel Bayle added yet another title to his collection when he clinched the Chesterfield Masters of Motocross Championship by winning the Monte Carlo Supercross.

The 22-year-old Frenchman's fourth overall victory of the six-race series came on the Larvotto Beach in Monte Carlo. The course was constructed from dirt hauled to the beach and was the first-ever motorcycle race in the principality of Monaco. An estimated 8000 spectators watched the two days of racing.

Just to prove that even he is not invincible, Bayle actually lost to Jeff Stanton in the final on Sunday. Bayle, who beat Guy Cooper in Saturday's final, finished less than one second behind Stanton after starting fifth and being nearly 10 seconds down when he reached second place halfway through a race that lasted less than 10 minutes.

Excitement grew throughout the program on Saturday as racing took place under blue skies. The first heat, won by Stanton, had been fairly processional apart from a late-race pass by Cooper on Donny Schmit for second. Bayle did his regular disappearing act in heat two, but there was plenty of hectic action behind the Frenchman and the equally secure runner-up Mike Fisher.

Dean Matson and Jeromy Buehl continually swapped third place until Buehl made a slip, and the battling Dutch duo of Pedro Tragter and Dave Strijbos, who had been pushing the American duo hard, both went down hard and had to transfer through the second-chance races.

The third heat saw Larry Ward lead from start to finish, but a rejuvenated Jeff Ward pushed past Stefan Everts on lap three to pressure his Suzuki-mounted namesake to the checkered flag. Everts couldn't hold the pace and lost third place to hard-charging German Bernd Eckenbach for a lap before repassing and finishing third, 15 seconds behind the Wards.

Stanton and Larry Ward ran away from the field in the first semi where Stanton won by 10 seconds. Tallon Vohland and Schmit continually swapped third place until the last lap when Schmit went down and had to quickly scramble to cross the line fifth behind Everts, who was 10 seconds behind Vohland, and just inches ahead of Buehl.

The second semi saw the closest finish of the day. Bayle passed Cooper after three of the 12 laps and the two friends put on an excellent show for the crowd which took them 15 seconds clear of Jeff Ward at the checkered flag. There were no other significant position changes in the race.

On a relatively undemanding track, Bayle seem destined for a hard ride in the main event as he gated poorly and completed the first lap in fourth place behind Stanton, Vohland and Jeff Ward. Stanton muscled past Vohland quickly after the start, but the race was just four laps old when Stanton lost control on the approach to the finish-line jump and crashed hard.

One lap earlier Bayle had forced his way past Jeff Ward, then needed just two more laps before he set up Vohland for a typical Bayle pass with the throttle nailed through the whoops. Vohland tried to stay with the new leader, but a lap later he went down and though he quickly remounted, Jeff Ward and Cooper got by.

The energetic Cooper took over second place after 10 of 18 laps, and seconds later Jeff Ward went down and eventually came to the finish 12th after losing a complete lap before he could continue. Cooper delighted the fans with his spectacular jumps and crossed the finish line four seconds behind Bayle. Stanton, who had passed Vohland six laps from the end, pushed hard to finish third, close behind Bayle.

Vohland was fourth across the finish line, just ahead of Schmit who had to force his way up from a 10th-place start. Larry Ward pushed John Van den Berk out of sixth place on the last lap, while eighth-place Buehl was the last rider not to be lapped by Bayle.

Bayle's four-second winning margin, an average race speed exceeding that allowed on outdoor GP tracks, and the fact that seven other riders remained on the same 30-second lap at the end of the 18-lap main, emphasized the undemanding nature of the course. Sylvain Geboers and Roger DeCoster worked hard on Sunday morning to improve the track.

Bayle and Stanton again marched unbeaten through the qualifiers, though Larry Ward pushed Stanton all the way in heat two and Jeff Ward was only three seconds down on Bayle in the first semi. Jeff Ward had earlier beaten Cooper and Everts in a close-fought first heat.

The semi finals weren't as easy for several of the top riders.

In the first semi, won by Bayle, Pekka Vehkonen crashed early while challenging for a transfer position and Buehl failed to catch Rick Ryan for a transfer after first-lap problems left him 11th. While Stanton dominated semi two, Schmit was put out on the opening lap and Fisher never had a chance after he fell and went a lap down.

Schmit and Vehkonen were eliminated in the five-lap Last Chance Qualifier as German Bernd Eckenbach led the way to the finish.

Stanton led at the end of the first lap of the main event, while Bayle was fifth behind Larry Ward, Axel Holvoet and Jeff Ward. The whoops had claimed Everts on the first lap, and Fisher crashed on the second lap and was out with a bruised leg.

For three laps Bayle couldn't improve his position as Stanton raced clear of the pack. Bayle eventually stormed past the two Kawasakis and set off after Larry Ward. It wasn't until half distance, however, that the Frenchman could grab second place from Larry Ward, and by then Stanton was well clear in front. But as they threaded their way through back markers, Bayle caught up to the leader.

The gritty Stanton wasn't about to surrender without a fight, and at the finish he was still in front of Bayle by less than one second. The two Wards finished just three seconds apart, with Larry maintaining third over Jeff. Cooper charged up to finish fifth despite a terrible start which left him in eighth place on the opening lap. Vohland led Cooper for a few laps in midrace as they both sought a way past Van den Berk. They both passed the Dutchman and Vohland couldn't hold Cooper off and finished sixth ahead of Van den Berk.

Eckenbach had also passed Van den Berk at one point, but then he fell and had to settle for eighth. Holvoet rode magnificently in fifth for half the race before an error dropped him to 10th at the finish behind New Zealand's Darryl Atkins. CN

Results

SATURDAY

HEAT 1: 1. Jeff Stanton (Hon); 2. Guy Cooper (Suz); 3. Donny Schmit (Suz); 4. John Van den Berk (Suz); 5. Michele Monti (Hon); 6. Fabio Monti (Hon); 7. Max Gazzarata (Suz); 8. Kurt Ljungqvist (Hon); 9. Andrea Ganassi (Hon); 10. Jef Janssen (Suz); 11. Gerard Delepine (Suz); 12. Georges Jobe (Hon); 13. Charrel Sweebe (Hon).

HEAT 2: 1. Jean-Michel Bayle (Hon); 2. Mike Fisher (KTM); 3. Dean Matson (Suz); 4. Jeromy Buehl (Hon); 5. Axel Holvoet (Kaw); 6. Ray Sommo (Kaw); 7. Dave Strijbos (Suz); 8. Darryl Atkins (Hon); 9. Pedro Tragter (Suz); 10. Jaimy Scevenals (Hon); 11. Rudi Versteeg (Hon); 12. Giovanni Cavatorta (Hon); 13. Christian Burnham (Hon).

HEAT 3: 1. Larry Ward (Suz); 2. Jeff Ward (Kaw); 3. Stefan Everts (Suz); 4. Bernd Eckenbach (Yam); 5. Tallon Vohland (Suz); 6. Bob Moore (KTM); 7. Pekka Vehkonen (Yam); 8. Rick Ryan (Suz); 9. Alwin Van Asten (Kaw); 10. Ralf Platt (Hon); 11. Harald Van Heeswijk (Hon); 12. Jean-Marc Gaillard (Suz).

REPECHARGE 1: 1. Dave Strijbos; 2. Pekka Vehkonen; 3. Pedro Tragter; 4. Alwin Van Asten; 5. Georges Jobe; 6. Jef Janssen.

REPECHARGE 2: 1. Max Gazzarata; 2. Rick Ryan; 3. Darryl Atkins; 4. Ralf Platt; 5. Andrea Ganassi; 6. Jaimy Scevenals.

SEMI 1: 1. Jeff Stanton; 2. Larry Ward; 3. Tallon Vohland; 4. Stefan Everts; 5. Donny Schmit; 6. Jeromy Buehl; 7. Michele Monti; 8. Pedro Tragter; 9. Rick Ryan; 10. Ralf Platt; 11. Ray Sommo; 12. Dave Strijbos; 13. Mike Fisher.

SEMI 2: 1. Jean-Michel Bayle; 2. Guy Cooper; 3. Jeff Ward; 4. Bernd Eckenbach; 5. John Van den Berk; 6. Bob Moore; 7. Axel Holvoet; 8. Pekka Vehkonen; 9. Dean Matson; 10. Max Gazzarata; 11. Darryl Atkins; 12. Fabio Monti; 13. Alwin Van Asten.

LCQ: 1. Max Gazzarata; 2. Michele Monti; 3. Pedro Tragter.

MAIN: 1. Jean-Michel Bayle (Hon); 2. Guy Cooper (Suz); 3. Jeff Stanton (Hon); 4. Tallon Vohland (Suz); 5. Donny Schmit (Suz); 6. Larry Ward (Suz); 7. John Van den Berk (Suz); 8. Jeromy Buehl (Hon); 9. Max Gazzarata (Suz); 10. Stefan Everts (Suz); 11. Bob Moore (KTM); 12. Jeff Ward (Kaw); 13. Michele Monti (Hon); 14. Bernd Eckenbach (Yam); 15. Pedro Tragter (Suz).

SUNDAY

HEAT 1: 1. Jeff Ward; 2. Guy Cooper; 3. Stefan Everts; 4. Pedro Tragter; 5. Georges Jobe; 6. Kurt Ljungqvist; 7. Jef Janssen; 8. Harald Van Heeswijk; 9. Giovanni Cavatorta; 10. Jean-Marc Gaillard.

HEAT 2: 1. Jeff Stanton; 2. Larry Ward; 3. John Van den Berk; 4. Jeromy Buehl; 5. Tallon Vohland; 6. Ray Sommo; 7. Rick Ryan; 8. Pekka Vehkonen; 9. Charrel Sweebe; 10. Gerard Delepine; 11. Christian Bernham; 12. Alwin Van Asten.

HEAT 3: 1. Jean-Michel Bayle; 2. Mike Fisher; 3. Axel Holvoet; 4. Donny Schmit; 5. Bernd Eckenbach; 6. Max Gazzarata; 7. Darryl Atkins; 8. Andrea Ganassi; 9. Rudi Versteeg; 10. Jaimy Scevanals; 11. Ralf Platt.

REPECHARGE 1: 1. Rick Ryan; 2. Darryl Atkins; 3. Charrel Sweebe; 4. Christian Bernham.

REPECHARGE 2: 1. Gerard Delepine; 2. Pekka Vehkonen; 3. Giovanni Cavatorta; 4. Alwin Van Asten.

SEMI 1: 1. Jean-Michel Bayle; 2. Jeff Ward; 3. Larry Ward; 4. Stefan Everts; 5. Axel Holvoet; 6. Rick Ryan; 7. Jeromy Buehl; 8. Ray Sommo; 9. Charrel Sweebe; 10. Bernd Eckenbach; 11. Georges Jobe; 12. Pekka Vehkonen; 13. Alwin Van Asten.

SEMI 2: 1. Jeff Stanton; 2. Tallon Vohland; 3. Guy Cooper; 4. Max Gazzarata; 5. John Van den Berk; 6. Darryl Atkins;7. Pedro Tragter; 8. Gerard Delepine; 9. Christian Burnham; 10. Kurt Ljungqvist; 11. Mike Fisher; 12. Giovanni Cavatorta; 13. Donny Schmit.

LCQ: 1. Bernd Eckenbach; 2. Jeromy Buehl; 3. Mike Fisher; 4. Pedro Tragter; 5. Donny Schmit.

MAIN: 1. Jeff Stanton (Hon); 2. Jean-Michel Bayle (Hon); 3. Larry Ward (Suz); 4. Jeff Ward (Kaw); 5. Guy Cooper (Suz); 6. Tallon Vohland (Suz); 7. John Van den Berk (Suz); 8. Bernd Eckenbach (Yam); 9. Darryl Atkins (Hon); 10. Axel Holvoet (Kaw); 11. Rick Ryan (Hon); 12. Jeromy Buehl (Hon); 13. Mike Fisher (KTM); 14. Max Gazzarata (Suz); 15. Stefan Everts (Suz).

O/A: 1. Jean-Michel Bayle (Hon); 2. Jeff Stanton (Hon); 3. Guy Cooper (Suz); 4. Larry Ward (Suz); 5. Tallon Vohland (Suz); 6. John Van den Berk (Suz); 7. Jeff Ward (Kaw); 8. Jeromy Buehl (Hon); 9. Donny Schmit (Suz); 10. Bernd Eckenbach (Yam); 11. Darryl Atkins (Hon); 12. Max Gazzarata (Suz); 13. Axel Holvoet (Kaw); 14. Stefan Everts (Suz); 15. Rick Ryan (Hon); 16. Bob Moore (KTM); 17. Michele Monti (Hon).

MASTERS OF MOTOCROSSS POINT STANDINGS: 1. Jean-Michel Bayle (40)*; 2. Larry Ward (15); 3. Guy Cooper (12); 4. (TIE) Jeff Stanton/Stefan Everts (7); 6. Donny Schmit (6); 7. Tallon Vohland (5); 8. John Van den Berk (4); 9. Jeremy McGrath (3); 10. (TIE) Mike Kiedrowski/Pekka Vehkonen (2).

EDITOR'S MEGAPHONE

By Paul Carruthers

"Does he still walk around the pits with a smile on his face?" I was asked upon returning from the final round of the AMA National Championship Road Race Series. The "he" in question was Jimmy Filice.

The query made me realize that I have really never seen Filice when he wasn't smiling.

I first recall watching him road race in 1986. After a semi-successful dirt track career that featured four National wins, he was struggling along on rather uncompetitive Yamaha FZ750s in the AMA Superbike Championship — and he was smiling.

Then there was April 19, 1988. The biggest day of Filice's racing career, the day he won the 250cc U.S. GP. Relatively unknown to the rest of the world, Filice shocked them all with his win that day — and he was smiling.

Despite his immediate impact on GP racing, Filice didn't do another one until the following year in Japan. He finished 11th — and smiled — before coming back to Laguna where he finished second behind John Kocinski. And he was smiling. He raced in Japan with mixed results in 1989, but things were looking up. He signed a contract with HRC on December 22, 1989, to compete in Japan and selected GPs. Finally, things were going right for a man with a racing career that never really fulfilled its promise.

But on January 13, 1990, everything went terribly wrong for Filice. The five-foot, two-inch, 130-pound man with the six-foot smile was asleep in the passenger seat of fellow road racer John Ashmead's van when it plowed into the back of a parked tractor-trailer on Interstate 5.

What had begun so innocently as a day of trail riding in the northern California hills, suddenly turned into living hell. Ashmead went to jail after being arrested for driving under the influence of alcohol; Filice was near death, nearly every bone below his waist crushed from the accident. A nine-hour surgery was followed by four more hours of operations only days later.

But he improved. He went from critical condition to stable condition. And he went from wheelchair to crutches, crutches to walking, walking to talking about racing again. And the smile never left his face.

In August of 1990, Filice was back on a motorcycle at Laguna Seca. At that test session he claimed he was ready to return.

He started the 1991 season at the Japanese GP, qualifying 24th and finishing 31st on an underdeveloped Robert Gallina Yamaha TZ250. I saw him again at the Australian GP in Eastern Creek; he wasn't happy with the way things were going, but he still smiled, and finished 25th. The GP circuit then went to Laguna Seca, where it was especially disappointing for Filice to finish 16th. But he kept smiling.

Later in the year, the smiler walked into my office with Maurice Murray, team manager of newly-formed L.A. Motor Works. He would contest the rest of the AMA 250cc Grand Prix Series on the team's TZ250, they said.

And he did, smiling and winning along the way. On November 10 on the streets of Miami, Filice won his first-ever National Championship, despite missing the first round of the series at Daytona.

If all is right in the world of motorcycle racing, Filice will be honored on November 23 in Redondo Beach, California, as the AMA's Pro Athlete of the Year.

And we can all smile with him. CN

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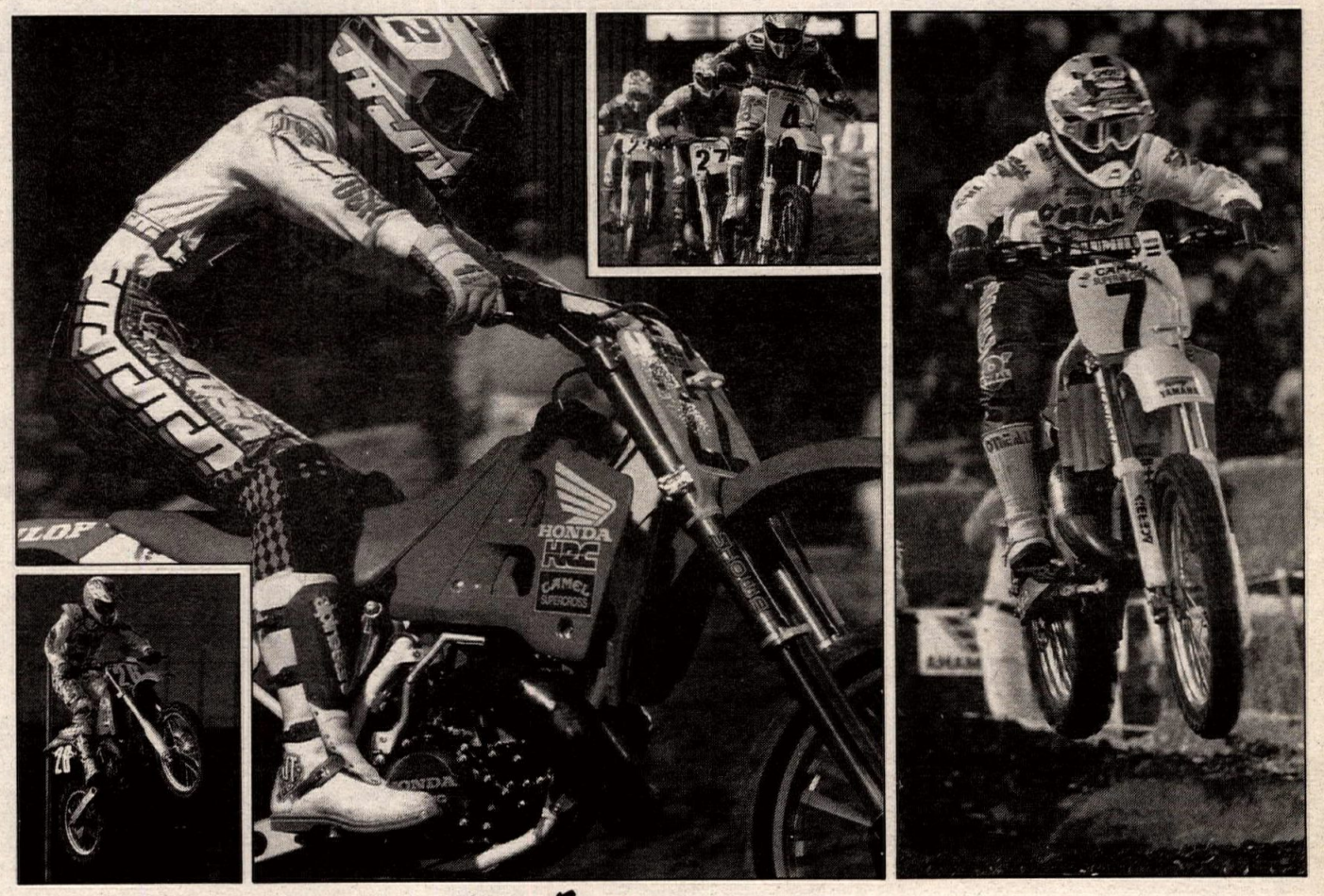

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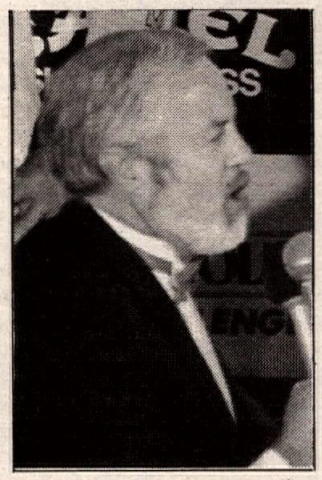

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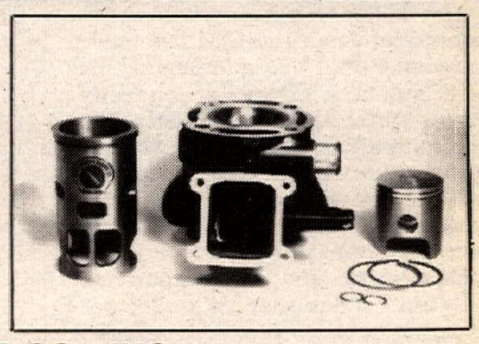

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ROAD RACE The future of GP road racing

Continued from page 2

During that same week, immediately after the FIM Congress in New Zealand, Josef Zegwaard, CCR President and the man who is generally held responsible for the FIM's half-baked midsummer night's dream of substituting four-stroke 500s for the present two-stroke fours, was in South Africa, attending an international road race at the Kyalami circuit and carrying out track inspections.

I had a long evening chat with Zegwaard in Johannesburg, South Africa, "I have been blamed for everything and I am unable to defend myself," said Zegwaard, "because I don't want to make the situation worse by exposing the Japanese factory executives who told me privately that they supported a change to twin cylinder 500s only to deny this at the last minute. Just to set the record straight, it was not me and it was not the CCR who proposed four-stroke 500cc machines. What happened was that when the Japanese reversed their position on twins just before the Dutch TT, when we had been prepared to announce the new twin-cylinder regulations, the Management Council decided that we had to offer a solution to the 500cc problem and the four-stroke idea was adopted by unanimous vote. I didn't propose it. A Japanese factory competition department executive assured me that the idea would be warmly accepted by the factories. Then a week later I saw this same man on TV saying that the four-stroke idea was FIM craziness."

Is this true? Was Zegwaard referring to Suzuki race chief Mitsuo Itoh who is a member of the Technical Commission?

Zegwaard would not name names in Johannesburg. "What good does it do for me to name the persons who misled the FIM and the CCR?" Zegwaard said. "If I have to be the bad man dressed in black in this movie, what does it matter? I love this sport. All my life I have been a motorcyclist. I raced in Holland from 1948 to 1952 and have spent all my life working for the sport. I have made mistakes as CCR President and I have been blamed for many mistakes that I did not make. Right now I tell you I am more saddened than angry at the state of the FIM. I have great respect for Bernie Ecclestone but there is no doubt that he wants to totally control our sport and right now I am not sure that the FIM can win in a war with Ecclestone. What I am sure of is that the sport of road racing as a whole will suffer greatly if we do not solve this. We do not want war. We are willing to talk. Only when we stop talking is it too late."

At Kyalami, the day before, I had had a talk with four-time World Champion Kork Ballington who has sold his house in El Cajon, California, and moved back to South Africa, and now lives with his wife, child and new baby in Durban.

"You know," said Ballington, "what is happening to the FIM is a tragedy. The sport has outgrown them. I don't doubt that the FIM has made big mistakes and I wonder about this new President . . . Does Vaessen really know anything about road racing? But I see guys like Zegwaard and Hans Baumer (Australian CCR member) and I remember that these guys were so helpful to me during my racing career. Zegwaard got me a ride at the Dutch TT when the Dutch organizers didn't think I was good enough. Does Ecclestone have people like that who really love the sport and would stick up for a young kid from South Africa who desperately needed a chance? I sure as hell hope that something happens to keep the FIM in the picture because nobody is going to realize what we have lost until it's too late. Does Ecclestone even know who I am? I'll bet I wouldn't even get a pass to the paddock at an Ecclestone Grand Prix. The FIM is like family to me. I know Kenny (Roberts) would never see it that way and I respect Kenny's opinion. He's right when he says that the FIM doesn't have a clue about the professional side of racing, but they have a part to play and I hope Ecclestone lets them. If he does, he'll impress me because it would be easy for him now to just shut the FIM out and take it all."

Meanwhile back in Europe, Zerbi, scalded by Ecclestone's invitation to kneel and unsure as to whether Ecclestone and Golding would receive him in his capacity as FIM First Vice President, appealed to Cagiva's Claudio Castiglioni to broker a meeting between the FIM and Ecclestone and Golding in London. Without Castiglioni's brokership and Zerbi's initiative, a meeting involving Vaessen, Golding and Ecclestone would probably have been impossible.

Ecclestone and Golding agreed to the meeting only under the condition that the FIM understood that, in Bernie's words, "We are not trying to take part in your championship; we are offering you a place in ours."

That meeting at Ecclestone's Prince's Gate office, near the Albert Hall in London, was a tense one. Vaessen had told the General Assembly in New Zealand that he only signed the previous agreement with Ecclestone and Dorna in order to buy time. He accused Ecclestone of manipulating the FISA (automoble racing federation) elections and causing "Ecclestone's lawyer," Max Mosley, to be elected over former president Balestre. (Mosley popped in on the Friday meeting and Ecclestone introduced him as, "The President of FISA who some people seem to think is my barrister.") Vaessen even said in New Zealand that Ecclestone had attempted to "buy the votes of FIM delegates." Ecclestone had announced at the Australian Formula I Grand Prix that he was suing Vaessen for libel. (The Italian translator, who was on hand to assist Zerbi, left Ecclestone's office saying that no translator had ever had to translate such blunt remarks as those that were directed to the representatives of the FIM by Golding and Ecclestone.)

Zegwaard's presence at the meeting was a surprise as no one could remember having invited him. He showed up when the meeting was well underway.

The meeting started at mid-morning and continued until nearly one o'clock in the afternoon when there was a break. At that time, Ecclestone called IRTA Chief Executive Paul Butler who was standing by in London at Mike Trimby's IRTA center office.

Butler and Trimby were told the conditions that the FIM was asking for and both IRTA leaders insisted that the FIM be held to a strictly supervisory position. IRTA, said Butler, was prepared to grant the FIM's demand to name local officials from the national federations to occupy the positions of race director and technical steward, but the World Championship must be totally controlled by Two Wheel Promotions and Dorna with IRTA having the final word on the Grand Prix calendar.

The second half of the meeting went well into the afternoon. At sundown, the FIM finally decided to accept the conditions offered. When the meeting was adjourned Dorna's Golding called his office in Madrid to announce: "We have a very acceptable agreement that allows us to include the FIM in a supervisory role."

Shortly afterward a press release was issued: "In consideration of the evolution of the situation after the FIM Congress and of the powers entrusted to the FIM President, the representatives of the FIM, Two Wheel Promotions and Dorna Promocion del Deporte have met on 15th November, 1991 in London, and have reached an agreement according to which, as of 1992, there will be only one Motorcycle World Championship under the sporting supervision of the FIM and with the active cooperation of Two Wheel Promotions and Dorna Promocion del Deporte." The release was signed by Jos P. Vaessen, Bernard Ecclestone and Richard T. Golding.

Mike Trimby, IRTA's general secretary, was already winging his way toward Asia, bound for the Macau Grand Prix when the news broke, but Paul Butler heard the news with a mixture of relief and scepticism. "I have to reserve my judgement until I have a meeting with Bernie to go over this agreement. My understanding is that the FIM's position is now much weaker than in the original Heathrow agreement that Vaessen scrapped and I think the FIM is fortunate that Ecclestone and Golding took them in. In our contract with Ecclestone, he is responsible for providing a federation to serve as sanctioning umbrella and if he is prepared to live with the FIM after the way they have treated him, I suppose IRTA will also be able to live with the FIM as an organization, but it would be very difficult for us to have to work with Vaessen and Zegwaard. Having the FIM seal of approval has certain advantages but I no longer consider the FIM president (Vaessen) reliable and as far as Zegwaard is concerned his record speaks for itself. The FIM will have to accept that they are operating in a supervisory capacity and that this is an IRTA Championship under joint Ecclestone and Dorna management," said Butler on Friday evening.

Dorna's Cermelo Ezpeleta, former director of the Jarama Circuit outside Madrid and the man who directed the building of the new Monmelo circuit outside Barcelona before joining Dorna, appeared on the Madrid television program "Centimetros cubicos" (Antenna 3) on the morning of Saturday, November 16, the day after the signing of what should be the definitive agreement. "Sure, it will be easier to get the circuits we want this year and to avoid the problems that the FIM could have caused," Ezpeleta said. "My feeling was that we should try and reach an agreement for the sake of the national federations and the riders who want to ride in their national championships. I believe the FIM realized that their situation was hopeless because we had all the best teams and all the best riders. We would have been able to run our races on 14 world-class circuits, but now we will be able to include some excellent circuits that would have been difficult to obtain without the FIM seal of approval. The FIM has joined our championship and I think this is better for all concerned. The FIM will no longer have to concern themselves with technical regulations which will be made by IRTA in conjunction with the factories and the FIM will no longer have to worry about decisions concerning the racing calendar because these choices will be made by Two Wheel Promotions and our company. It is good to get these troubles out of the way so that we can get down to work."

Under the agreement between Two Wheel Promotions and Dorna, Dorna, generally considered to be one of the world's top three sports marketing companies, will be sole owners of all TV rights as of the beginning of the 1992 season. If the conditions of the Barcelona agreement are preserved in the London agreement Dorna's TV rights will run from 1992 until 2002.

Ezpeleta would not comment on the matter of Dorna's payments to the FIM for TV rights. (Under the original FIM-Dorna contract Dorna would have paid the FIM a total of $30 million dollars a five-year TV rights contract.) He did say, however, "The FIM turned down a better deal than the one they will now have to live with." (*On Monday, November 18, the FIM issued a press release that stated, in part, "The financial conditions of the new contract foresee the payment to the FIM of a total amount of $52 million over a period of 10 years as from 1992." More on the FIM press release follows at the end of Noyes' text . . . Editor.)*

I was unable to contact Vaessen in time to get his feelings on the agreement, but it may be that from his point of view the concessions granted in London which will allow the FIM to name race directors and technical stewards from the national federations of each Grand Prix were major points that make the London agreement better from the FIM's point of view than the original Barcelona agreement.

Kenny Roberts, speaking by phone on Friday morning (Friday evening in Europe) from Gary Howard's International Racer's Inc. offices in Santa Ana, California, said, "I've just gotten off the phone with Paul Butler who had just spoken to Bernie, so I really don't have all the details, but I know enough to know that we haven't given up anything and that our position is even stronger than it was after the last agreement that Vaessen signed. Now maybe we can start thinking about racing again."

The November 18 FIM press release also said, "The calendar will be made up of 15 Grands Prix, each in 14 different countries, plus one Grand Prix extra nominated to a national federation which has no circuit on its own territory . . . The maximum number of riders for each Grand Prix will be: 30 in the 125cc, 250cc and 500cc classes; 20 in the Sidecar class (running a minimum of eight rounds. Only riders with a Grand Prix license are allowed to take part at the practice and the race. Condition to receive a Grand Prix license is a written and signed declaration to take part in all Grands Prix all over the world. The riders will be paid through Dorna/TWP . . . The basic sporting and technical regulations are the Series Regulations. The FIM will have the right to veto on all proposed changes to the sporting and technical rules . . . Changes to the circuits' safety standards, Medical Code and Disciplinary Code shall be made by the FIM upon referral . . . Inspections of the circuits for homologation will be the responsibility of the FIM. Inspections will be carried out in conjunction with a FISA inspector. The final homolgation and licensing of a circuit is the responsibility of the FIM . . . The FIM, Dorna and TWP will set up a Permanent Bureau consisting of the president of the FIM, one representative of Dorna and one representative of TWP who will meet on a regular basis to discuss all aspects of the Championship. All questions and decisions shall be referred to the Permanent Bureau for determination. Decisions of the Permanent Bureau shall be made only by unanimous agreement of the Members." . . . Editor.

WORKBENCH

By Michael Ross

Taking the Guesswork Out of a Good Fit

Whether you're an off-road racer, a motocrosser or just a weekend warrior, sooner or later the piston and cylinder of your two-stroke will require service. With a few tips the average home mechanic can save hundreds of dollars over the life of a bike by doing his or her own top end maintenance.

Big exhaust ports, gaping intake ports, and especially a poorly-serviced air cleaner will wear out pistons and cylinders in short order. It's a good idea to service the piston on a race bike after every 10 hours of operation. If you find that the engine is hard to start or idles poorly, it may be a signal that it's time to check the top end. The tools needed to do the job are minimal, basically a 12mm socket and 14mm end wrench will remove the head and cylinder on 90% of today's bikes.

With the head and cylinder removed, clean the cylinder and piston in hot water and detergent, drying them quickly before they rust. Remove the rings from the piston and note if there are black deposits below the rings. Carbonized oil means blow-by and the rings are history.

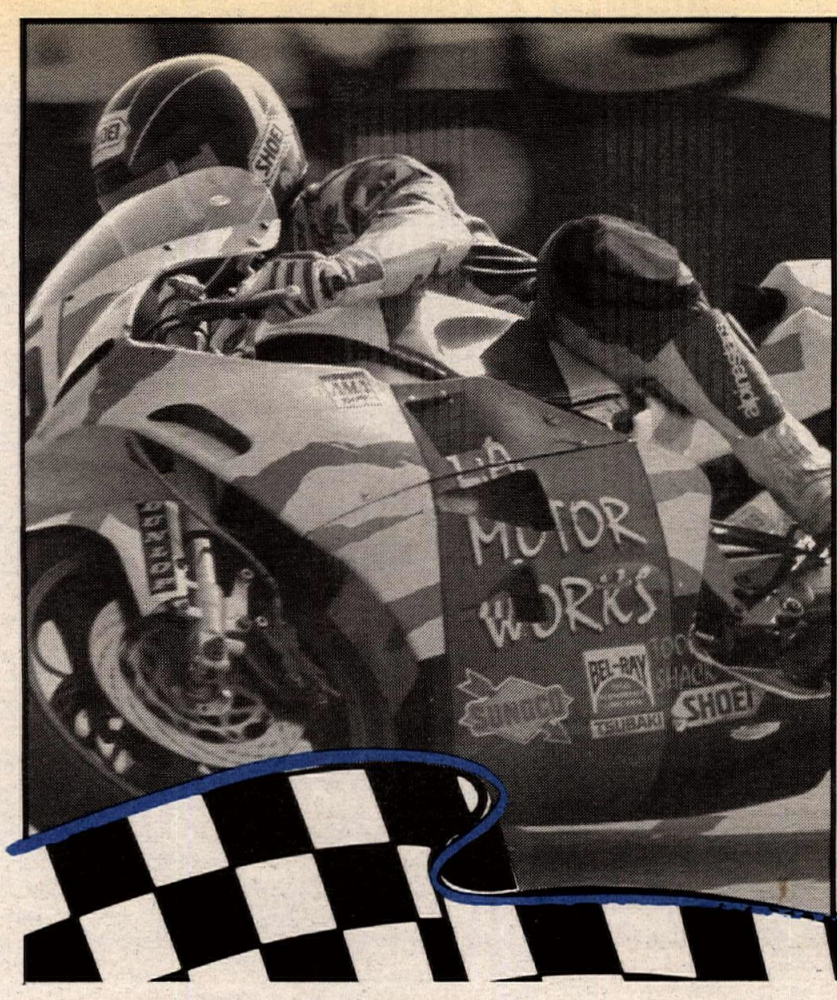
If no blow-by is detected, slide the ring into the barrel using the piston to square it up, then hold it up to a bare light bulb. You shouldn't see any light between the piston ring and the cylinder wall. Excessive end gap (over .015") means that the ring is worn out. Replace the rings if either condition exists.

The next step is to check the piston to cylinder clearance. This is crucial to engine performance but very easy to check. Use a long .002" feeler gauge and oil up the cylinder with WD-40. Turn the cylinder upside down and lay the feeler gauge on the intake side of the cylinder wall and push the piston into the bore so the bottom of the skirt is flush with the bottom of the cylinder. Draw the feeler gauge out. A perfect .002 fit will give a pull of six pounds. Nearly all 125s, 250s and 360s are set up for a .002 to .0025" fit. If the piston falls through, it's time for a rebore to the next oversize. (usually in .010" increments to .040")

If you determine that your cylinder is out of standard, get it bored out and repeat the above check when you get it back from the machine shop. If it is too loose or too tight, take it back for an adjustment.

If the bore is okay and just rings are needed, use a ball hone and an electric drill to put a 45-degree cross-hatch on the cylinder to seat the new rings. Remember to thoroughly clean the cylinder in hot water and strong laundry soap. Wipe the inside of the bore down with contact cleaner until black deposits no longer appear on your clean white rag.

Assemble dry. If the cylinder doesn't slide back on easily, back up and try again, making sure that the ring end gap lines up with the ring locator pins. Sometimes if you twist the cylinder as you slide it down, the piston ring will hop over the locator pin and you won't be able to push the cylinder down any farther or pull it off. Don't panic. Take off the reed cage and eyeball which ring is mis-aligned. Twist the cylinder until the ring is back in position around the locator pin and press it back in place with a small screwdriver as you pull off the barrel. Retorque the cylinder and head bolts after the first test ride and you're ready to race. CN



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"1991 ISLE of MAN T.T. - Seven Days in June"

(#94B) For over 80 years the Isle of Man TT has been the ultimate challenge in motorcycle racing. Every year the heroes of the Mountain Circuit take on that challenge to stretch the limits even further and 1991 was to be no different.

The fastest race ever, a history-making triple win and stunning new outright lap record were all to take their place in TT folklore.

Veteran island hero Joey Dunlop raced head-to-head with new master Steve Hislop as the prospect of a 125 mph lap set the crowds buzzing. Both men rode the amazing 190 mph factory RVF 750cc Honda but JPS Norton men Trevor Nation and Robert Dunlop (Joey's brother) were part of the huge entry determined to make sure they didnt have things all their own way.

As with every TT, the 1991 event had its own stories of triumph and tragedy.

52 minutes from Powersports Video.

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LOCAL EVENTS

Jason Dejager (106) chases Shawn O'Brien (70) through a L.A. County Raceway turn.

Lechien takes Osaka Supercross by storm

By Andy Stacy

OSAKA, JAPAN, NOV. 10

Ron Lechien showed he is taking his comeback to racing very seriously as he topped a strong field of American riders at the annual Osaka Supercross in Nishinomiya Stadium.

Lechien, backed by Tuf Racing, worked up from a mediocre start to pass Suzuki's Brian Swink late in the 20-lap main and go on to score the win. Swink finished second and was joined on the podium by Suzuki teammate Steve Lamson.

Three-time Osaka winner Damon Bradshaw went down in the first turn, remounted and crashed again to go a lap down, then diced with Swink and Lechien as they battled for the lead.

The Osaka race featured an American-style format with riders advancing directly to the main through heats, and for those who failed to qualify in a heat, there were a pair of semis.

Swink nailed the holeshot at the start of heat one and held off the challenges of Yamaha's Jeff Emig to take the win. Heat two went to Lamson over Eddie Warren and Darryl King, while Bradshaw dominated the third heat. Tuf Racing teammates Lechien and Ron Tichenor, who suffered a slight concussion and bruised knee in a practice crash, worked through the pack to finish second and third, respectively.

DGY's Jimmy Button won the first semi, and Jeff Glass ran away with the victory in semi two. After an impressive fireworks display, the riders were ready for the main event.

Warren rounded the first turn with the lead followed by Tichenor and Swink. Lechien was seventh while Bradshaw tangled with Glass and went down in the first turn. Half a lap later, Bradshaw slammed the wall in a tunnel and knocked himself completely out of contention.

Up front, Swink quickly took the lead and motored away from the pack, which was headed by Warren, Lamson, Emig, Tichenor and Lechien. On lap three, Swink had a comfortable lead but had Bradshaw on his tail after he lapped the Yamaha rider.

By the halfway point, Lechien had worked up to third and was pressured by Lamson for second until he got by. Lechien then went after Swink, who was still running with Bradshaw. On lap 15, Bradshaw allowed Lechien to pass, but a lap later Bradshaw passed both Lechien and Swink. He then pulled over and let the two riders fight for the lead.

Three laps from the finish, Lechien was able to pass Swink for the lead through a long whoop section that was giving many riders problems all night. Lechien then pulled away to score the win. Swink settled into second and crossed the line well ahead of Lamson, Emig, Warren and Tichenor.

"I felt I should have won," said Swink, "but I rode too stiff and was slow through the whoops."

Bradshaw later apologized to Swink for racing when he was a lap down, but there was no apology to Lechien. It didn't seem to matter, though, as Lechien was obviously happy with his performance.

"This is a feeling I haven't had in a long time," said Lechien. I'd like to win one for (the fans) back home, too." CN

Results

250 MAIN: 1. Ron Lechien (Kaw); 2. Brian Swink (Suz); 3. Steve Lamson (Suz); 4. Jeff Emig (Yam); 5. Eddie Warren (Kaw); 6. Ron Tichenor (Suz); 7. Jimmy Button (Yam); 8. Takayuki Niyauchi (Hon); 9. Glenn Bell (Hon); 10. Tadakazu Ohtsuka (Hon); 11. Damon Bradshaw (Yam); 12. Tomoyuki Naganuma (Kaw); 13. Ben Perese (Hon); 14. Atsushi Okabe (Kaw); 15. Tadao Ogishima (Suz); 16. Hisashi Tajima (Yam); 17. Motokazu Ohtsuka (Hon); 18. Jeff Glass (Yam); 19. Tamaki Serizawa (Hon); 20. Masanori Enomoto (Kaw); 21. Darryl King (Kaw); 22. Tomoyuki Kawasaki (Yam).

Lang, Woodward victorious at Monterey short track

By Mike Vancil

MONTEREY, CA, NOV. 9

Perry Lang and David Woodward scored wins in the 500cc Expert and Open Expert classes, respectively, at the R&D Enterprise-promoted short track races at Monterey County Fairgrounds.

Kal-Gard/North County Transcribing/Trackside/C&M Cycle-sponsored Land had a perfect evening. Lang scored an easy win in his heat race and stormed past early leader David Woodward in the final. Land passed Woodward on lap nine and went on uncontested. Woodward held on to second, ahead of Lonnie Pauley and David Freeze.

The competition was just as fierce in the Open Expert class, as Woodward was forced to hug the inside line and fight off the advances of Pauley. Woodward did hang on, though, and scored the win ahead of Pauley, Craig Johnson and Kevin Crowley.

Results

P/W: 1. Ray Edwards (Yam); 2. Anthony Houser (Yam); 3. Colby Reid (Yam); 4. Jed Smith (Yam); 5. Anthony Petree (Yam).

80 NOV: 1. James Pitchfors (Kaw); 2. Kenny Hess (Hon); 3. Kristopher Sil (Kaw); 4. Bryan Greir (Yam); 5. Cody Smith (Kaw).

80 JR/EX: 1. Cecil Short (Kaw); 2. Gary Miller (Kaw); 3. A.J. Kirkpatrick (Kaw).

125 NOV: 1. Bill Martins (Hon); 2. Steve Padilla (Yam); 3. Scott Fuhrman (Kaw); 4. Andy Clark (Yam); 5. Derek Overcamp (Hon).

250 NOV: 1. David Drew (Bul); 2. Jeff Berry (Hon); 3. Jerry Wuori (Kaw); 4. Jered Tennis (Yam); 5. Tony Machado (Yam).

500 NOV: 1. Larry Thurman (Yam); 2. Ricky Roach (W-R); 3. Randy Munoz (Hon); 4. Kevin Deupser (Yam); 5. Andre Cormal (Kaw).

OPEN NOV: 1. Ricky Roach (Yam); 2. Randy Munoz (Hon); 3. Robert Yeaton (Bul); 4. Kevin Deupster (Yam); 5. Jerry Wuroi (Kaw).

250 JR: 1. Greg Miller (Yam); 2. Don Hart (Kaw); 3. Jim Poff (Yam); 4. Jeremy Twitt (Kaw); 5. Dan Feldhaus (Yam).

500 JR: 1. Lonnie Lacey (Yam); 2. Allen McClellan (Hon); 3. Russ Sosa (W-R); 4. Anthony Palmer (W-R); 5. Robert Seay (W-R).

OPEN JR: 1. Billy Luker (Yam); 2. Lonnie Lacey (Yam); 3. Allen McClellan (Hon); 4. Robert Seay (W-R); 5. Dan Feldhaus (Yam).

VET: 1. Dan Feldhaus (Hon); 2. Pete Agraan (Yam).

500 EX: 1. Perry Lang (Hon); 2. David Woodward (W-R); 3. Lonnie Pauley (Hon); 4. David Freeze (W-R); 5. Joe Carerra (Yam).

OPEN EX: 1. David Woodward (W-R); 2. Lonnie Pauley (Hon); 3. Craig Johnson (Suz); 4. Kevin Crowley (W-R); 5. Joe Carerra (Yam).

LACR MX laurels to Little

By Tony Alessi

PALMDALE, CA, NOV. 3

Round one of the CRC Sponsorship Series saw Mike "Duke" Little blast his TRE-backed Suzuki around LACR's sand track to score the overall win in the 250cc Novice class.

Eric Huffine powered his way into the lead at the start of the first moto, ahead of Billy Paul, Little and Chuck Kober. Little rode like a madman and stormed past Paul before setting his sights on Huffine. At the halfway point, Huffine appeared to tire and put up no resistance when Little worked his way past. Once into the lead, Little extended his lead while performing one-handers for the crowd. Huffine held on to finish second, ahead of Paul and Scott Mumford, who started dead last.

Paul stormed out of the gate in moto two, but his lead was short-lived as Little forced his way past on the second lap. John Haskell and Malcolm Solley worked into third and fourth, but were no challenge to Little or Paul. Little smoked away with another convincing win and finished off the moto with a no-hander. Paul finished second and second overall.

Kevin O'Brien stole the lead in the first 125cc Novice Division one class. Joey Cirocco smoked past and went on to win, while Scott Johnson scooted into second ahead of Paul Ito.

Mark Allen and Cirocco engaged in a heated battle in moto two that ended when Cirocco took a trip over the handlebars. Brett Heinseldman finished second, ahead of McLaughlin and Johnson. Cirocco regrouped to finish sixth.

Results

P/W A: 1. Ross Garcia (Yam); 2. Johner Faulkner (Yam); 3. David McFarland (Yam); 4. Todd Gosselaar (Yam); 5. John Simonovich (Yam).

P/W B1: 1. Michael Bragg (Yam); 2. Donnie Durrer (Yam); 3. Kit Kunath (Yam); 4. Corey Burnnham (Yam); 5. Marcus Round (Yam).

P/W B2: 1. Caleb Gosselar (Yam); 2. Ryan Casey (Yam); 3. Jesse Mock (Yam); 4. Nathon Pamintuan (Yam); 5. Vinnie Ocuto (Yam).

P/W MOD: 1. David McFarland (Yam); 2. Cody Elrod (Kaw).

60 0-8: 1. Ross Garcia (Kaw); 2. Blake Veins (Kaw); 3. Johner Faulkner (Kaw); 4. Daryl Ecklewy (Kaw); 5. David McFarland (Kaw).

60 9-11: 1. Chris Gosselaar (KAw); 2. Tanya Faulkner (Kaw).

80 BEG: 1. Shad Veins (Suz); 2. Chris Vasquez (Suz); 3. Joel Hughes (Kaw); 4. Jaime Pamintuan (Suz); 5. John Slaby (Suz).

80 NOV: 1. Jaso Howard (Kaw); 2. Malan (Suz); 3. Justin Veins; 4. Bryan Carillo (Kaw); 5. Eric Anderson (Kaw).

80 INT: 1. Armando Overland (Hon); 2. Rick Elrod (Kaw).

125 BEG: 1. Scott Minister (Suz); 2. Steve Smith (Kaw); 3. Dominic Luna (Yam); 4. Cameron Davebon (Kaw); 5. Tony Arena (Kaw).

125 NOV DIV 1: 1. Chris Allen (Suz); 2. Jason DeJager (Suz); 3. Shawn O'Brien (Kaw); 4. Mike Finch (Hon); 5. Jared Hartshon (Kaw).

125 NOV DIV 2: 1. Scott Johnson (Suz); 2. Tom McLaughlin (KAw); 3. Joey Cirocco (Yam); 4. Brett Heinselman (Kaw); 5. David Walters (Suz).

125 INT: 1. David Evilsizer (Suz); 2. Lex Malan (Suz); 3. Tracy Asher (Suz); 4. Jason Simmmons (Kaw); 5. Kris Keefer (Suz).

125 PRO: 1. Jeff Barbacovi (Yam).

250 BEG: 1. Duane Raha (Hon); 2. Mike Gallegos (Hon); 3. Eddie Staab (Suz); 4. John Valko (Hon); 5. Robert Webber (Kaw).

250 NOV: 1. Mile Little (Suz); 2. Billy Paul (Suz); 3. John Haskell (Yam); 4. Scott Mumford (Yam); 5. Malcolm Solley (Yam).

250 INT: 1. David Evilsizer (Suz) 2. Bill Sauro (Hon); 3. Owen Dickson (KAw); 4. Jim Anderson (Suz); 5. Ryan Vonlossberg (Suz).

250 PRO: 1. Tony Sulek (Hon); 2. Mike Dunlap (Yam); 3. Ken Neitzel (Kaw).

500 BEG: 1. John Hodges (Suz).

500 PRO: 1. Charlie Love (Hon); 2. Gary Ybarra (Hon).

JR VET BEG: 1. Craig Godshall (Yam); 2. Mike Licitra (Suz); 3. Mark Fields (Yam); 4. Randy Taylor (Yam); 5. Scott Pemberton (Hon).

JR VET NOV: 1. Scott Hick (Yam); 2. Brian Hill (Yam); 3. David Barlow (Yam); 4. Mark Staun (Yam); 5. Tim McAdams (Kaw).

JR VET INT: 1. Jack Kell Jr. (Hon); 2. Steve Fernandez (Hon).

VET BEG: 1. David Muller (Hon); 2. Stacy Skaggs (Hon); 3. Blake Orgill (Kaw); 4. Dan Bernadino (Suz); 5. Dennis Kinzeback (Hon).

VET NOV: 1. Ron Sharp (Yam); 2. Bret Greening (Hon); 3. Tony Mason (Yam); 4. Robert Wethern (Yam); 5. David Williams (Suz).

VET INT: 1. Jere Mason (Yam); 2. Charlie Love (Hon); 3. Kenneth Renaux (Suz).

VET EX: 1. Ken Neitzel (Kaw); 2. C.P. Brunson (Yam); 3. Jim Sendelbach (Yam).

SR BEG: 1. Bill Weltman (Hon); 2. Bruce McCormick (Kaw).

SR NOV: 1. Jim Lavorci (Yam); 2. Wiley Seitzel (Hon).

SR INT: 1. Mark Cook (Yam); 2. Keith Phillips (Hon).

SR EX: 1. Robert Fortier (Hon).

VINT NOV: 1. Steve Norr (Yam).

VINT INT: 1. Mark Neal (Suz).

Summers tops Mid-South HS

By Barry Riggsbee

FORDSVILLE, KY, NOV. 3

Team Honda's Scott Summers showed up at the fifth round of the Mid-South Hare Scrambles Series held in Fordsville in order to warm up for the final round of the Grand National Cross country Series, and had no trouble topping the Pro class.

The race for second developed between Brain Adams and Kerry Wisdom. Adams held the position for most of the two-hour event, until Wisdom caught him by surprise on the last lap. Adams picked up the pace, but it was too late to return the deed. Wisdom crossed the finish line second, Adams was third, and Steve Etzell came home fourth.

Shad Ricketts continued to dominate the 250cc A class. Ricketts topped Michael Cornett and a large group of other riders. Robert Patterson scored a hard-fought third.

Senior A action was topped by John Giles, while David Graham and Tom Sullivan rounded out the top three.

Results

PRO: 1. Scott Summers (Hon); 2. Kerry Wisdom (KTM); 3. Brian Adams (KTM); 4. Steve Etzell (Hon); 5. Chris Caplinger (ATK).

OPEN A: 1. Jared Green (KTM); 2. Steve Thomas (Kaw); 3. Jack Bailey (Hon); 4. Rod Thurley (Kaw); 5. Terry Cooper (Kaw).

250 A: 1. Shad Ricketts (Kaw); 2. Michael Cornett (Hon); 3. Robert Patterson (Hon); 4. Jason Moody (Suz); 5. Wade Perry (Hon).

200 A: 1. Chad Froman (KTM); 2. Phil Barker (Hon); 3. Kevin Brandon (Kaw); 4. Andy Sheffield (Kaw); 5. Danny Ledfords (Kaw).

VET A: 1. Gary Adams (Suz); 2. Ken Joyce (Yam); 3. Gary Copeland (KTM); 4. Charlie Gibbert (KTM); 5. Ricky Miller (Yam).

SR A: 1. John Giles (Yam); 2. David Graham (Hon); 3. Tom Sullivan (Suz).

4-STRK: 1. Jackie Potts (Hon); 2. Rob Stevens (Hon); 3. Craig Humphrey (Hon); 4. Charles Cashon (Hon); 5. Kerry Bridges (Hon).

250 B: 1. Phil Stanfill (KTM); 2. Cody Maxwell (Kaw); 3. Wes McKinney (Hon); 4. James Lee (Kaw); 5. Todd Barnett (KTM).

OPEN B: 1. Fred Sanfill (KTM); 2. Mark Jenette (Hon); 3. James Malone (Kaw); 4. Jimmy Ethridge (Kaw); 5. Todd Barnett (KTM).

200 B: 1. Jerry Castleman (Kaw); 2. Todd Boone (Kaw); 3. Robert Ricketts (Kaw); 4. Lane Wharf (Kaw); 5. Heath Robinson (Kaw).

125 B: 1. Jack Barnett (KTM); 2. Pete Redel (Kaw); 3. William Short (Hon); 4. Kip Haynie (Yam); 5. Bryan Phelps (Yam).

VET B: 1. Dale Stallings (Kaw); 2. David Lamberth (Kaw); 3. Billy Hall (Kaw); 4. John Bronghton (Hon); 5. Brian Cannon (Kaw).

SR B: 1. Ronnnie Hackett (Suz); 2. Janson Dukes (Kaw); 3. Pat Fresberger (Hon); 4. Choch Rhoten (Hon); 5. Berry Johnson (Kaw).

S/SR: 1. Emmit Cox (Suz); 2. Charlie Galbreth (Hus); 3. Willliam Smith (Hon).

HVY T: 1. Jason Russell (Hon); 2. Steve Trice (Hon); 3. Timmy Poole (Kaw); 4. Ryan McClaire (Hon); 5. John Leonard (Kaw).

LT T: 1. Donnie Sentell (Kaw); 2. Scott Horton (Kaw); 3. Steven Farr (Kaw); 4. Kyle Dulley (Kaw); 5. Carl Keith (Kaw).

WMN: 1. Dorrie Sims (KTM); 2. Sherry Graham (Kaw); 3. Sara Arnold (Hon).

Martin masters Echeconnee MX

By Tobi Antoni

MACON, GA, NOV. 3

Round two of the Dixie Fall MX Series made its way to Echeconnee MX with more than 300 riders on hand, despite a steady drizzle and 35 degree weather. Tommy Martin was the big winner, taking the win in the 25 Plus class, second in the 250cc A and third in the 125cc A class.

As the gate dropped for the first 25 Plus moto, Ross Johnson showed the way through turn one followed closely by Michael Henderson and Roger Moore. Martin had a first turn mishap and was out of the top 10 after one lap while Johnson was cruising out front, Martin was charging through traffic and bringing Darryl Heisler with him. Martin scored a hard-earned second, with Heisler third.

Moto two was a different story as Heisler blasted off the line, with Martin on his rear wheel. Midway through lap two, Martin took command of the moto by passing Heisler on a long downhill. Martin motored to the win, while Ross Johnson overtook Heisler to claim second.

In 250cc C action, Honda-mounted Joey Roland led the field through turn one with David Babb and Chris Shaffer in his shadow. Shaffer made short work of the lead duo and put his Honda out front to stay. The man on the move was Marcus Langford. After a midpack start, Langford pushed his Honda to the limit, overtaking Babb two turns from the finish to claim second.

Shaffer nailed the holeshot in moto two with Brad Simpson close behind. Simpson DNF moto one, but was not to be denied. Simpson blitzed past Shaffer and disappeared.

Jason Bault blasted to the Pee Wee class win at I-40 MX.

Shaffer held second until the last lap, when Langford made a nice move for the runner-up.

Aaron Lindsey was in top form in the Junior Cycle class. Lindsey put his Kawasaki out front to win both motos over Matt Walker. Chad Albritton finished third each time.

Results

OPEN: 1. Eric Pinson (KTM); 2. Donny Banks (Hon); 3. John Trissel (Hon); 4. Mike McConville (Kaw); 5. Jay McClellen (Yam).

25+: 1. Tommy Martin (Hon); 2. Ross Johnson (Hon); 3. Darryl Heisler (Hon): 4. Steve Saunders (Hon); 5. Mike Henderson (Hon).

30+: 1. Donny Banks (Hon); 2. Kevin Mathews (Hon); 3. Mike Henderson (Hon); 4. Jay McClellan (Yam); 5. Arty Spencer (Hon).

40+: 1. Warner Welbourn (Kaw); 2. Randy Tillery (Hon); 3. Larry Brienkly (Kaw); 4. Bobby Bishop (Kaw); 5. Larry Hamrick (Hon).

125 A: 1. Sean Dukes (Hon); 2. Matt Shue (Hon); 3. Tommy Martin (Hon); 4. Ryan Reynolds (Hon); 5. Johnathon Blain (Suz).

250 C: 1. Marcus Langford (Hon); 2. Chris Schafer (Hon); 3. David Babb (Hon); 4. Mickey Walden (Yam); 5. Jimmy Stone (Hon).

250 B: 1. Bryan Godlewski (Hon); 2. Kenny Kowaczyk (Hon); 3. Steve Saunders (Hon); 4. P.J. Howell (Hon); 5. Wesley Ashley (Hon).

250 A: 1. Ryan Reynolds (Hon); 2. Tommy Martin (Hon); 3. Sean Dukes (Hon); 4. Ross Johnson (Hon); 5. Grant Wood (Suz).

SCHBY: 1. Dwayne Bone (Hon); 2. Matt Shue (Hon); 3. Scott Bryant (Hon); 4. Patrick Hizel (Suz); 5. Danny Haynes (Kaw).

BEG: 1. Marty Williams (Suz); 2. Richard Jenkins (Hon); 3. Mark Cyphers (Yam); 4. Bryan Kirkland (Kaw); 5. Don Taylor (Hon).

125 C: 1. Brad Simpson (Kaw); 2. Adam Humphrey (Suz); 3. Dwayne Dale (Hon): 4. David Babb (Hon): 5. Chris Dys (Hon).

125 B: 1. Dwayne Bone (Hon); 2. Patrick Hizel (Suz); 3. Scott Bryant (Hon); 4. Andre Pene (Hon); 5. Bryan Thorton (Hon).

P/W: 1. Matt Beatty (Yam); 2. Zach Rutledge (Yam); 3. Blake Cannady (Mot); 4. Johnny Gibbs (Yam); 5. Cliff Morgan (Suz).

JR CYC: 1. Aaron Lindsey (Kaw); 2. Matt Walker (Kaw); 3. Chad Albritton (Kaw); 4. Scott McCorvey (Kaw); 5. Cuyler Cribbs (Kaw).

JR MINI: 1. Matt Boone (Kaw); 2. Aaron Lindsey (Kaw); 3. Mick Bailey (Hon); 4. Craig Ingram (Kaw); 5. Cuyler Cribbs (Kaw).

SR MINI: 1. Scott Pinson (Suz); 2. Danny Haynes (Kaw); 3. Adam Humphrey (Suz); 4. Kenneth Jones (Hon); 5. Shae Bentley (Kaw).

Bault, Roberts top I-40 Pee Wee Motocross

By Barbara and Loren Williams

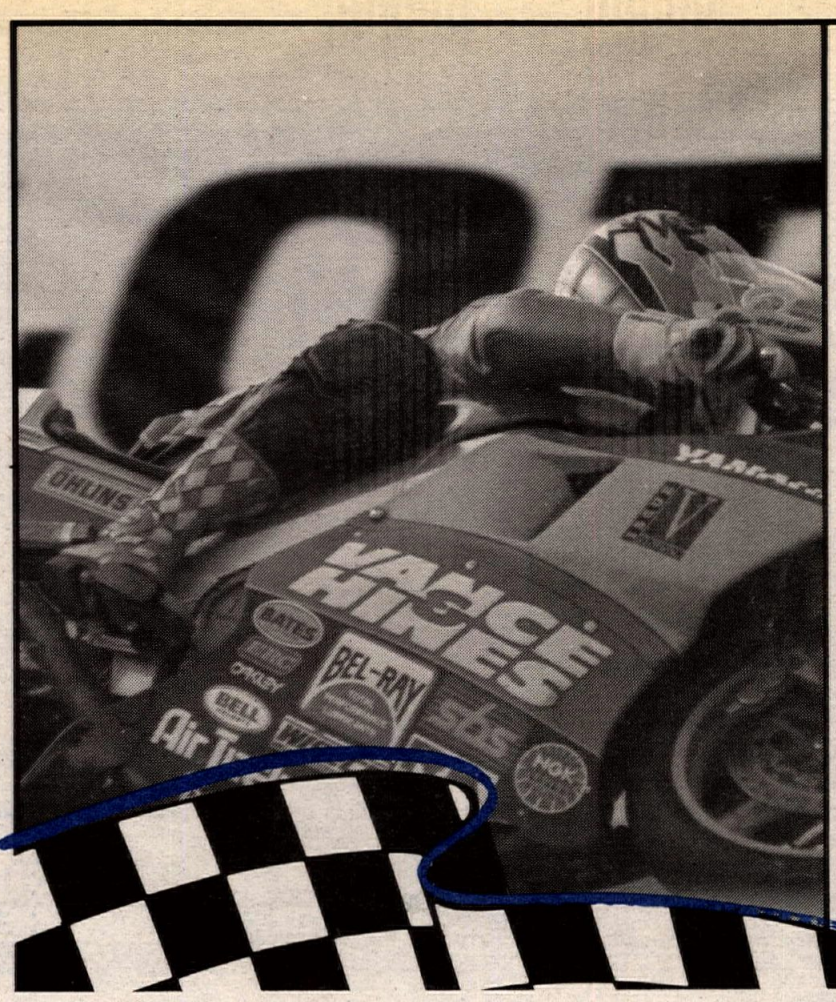
LENOIR CITY, TN, NOV. 2

Jason Bault and Chase Roberts were the winners at the inaugural White Magic Cycle Pee Wee day at I-40 Raceway. Bault won the A class for seven and eight-year-olds and Roberts topped the B division for ages 4-6.

"We wanted to have an event just for the 50cc racers," said promoter Scott Saylor.

The rule for the event was that no racer could be over three feet tall, with the exception of Peak/Pro Circuit Honda rider Mike Brown. Brown gave each rider a chance to race with him, giving pointers along the way or just allowing the kids to test their skills. Every one of them seemed to love the opportunity.

Roberts grabbed the holeshot at the start of the first five-lap B class moto and never looked until he crossed the finish line with the win. After passing Cale Sentell, Blake Deal was able to pull within a few lengths of



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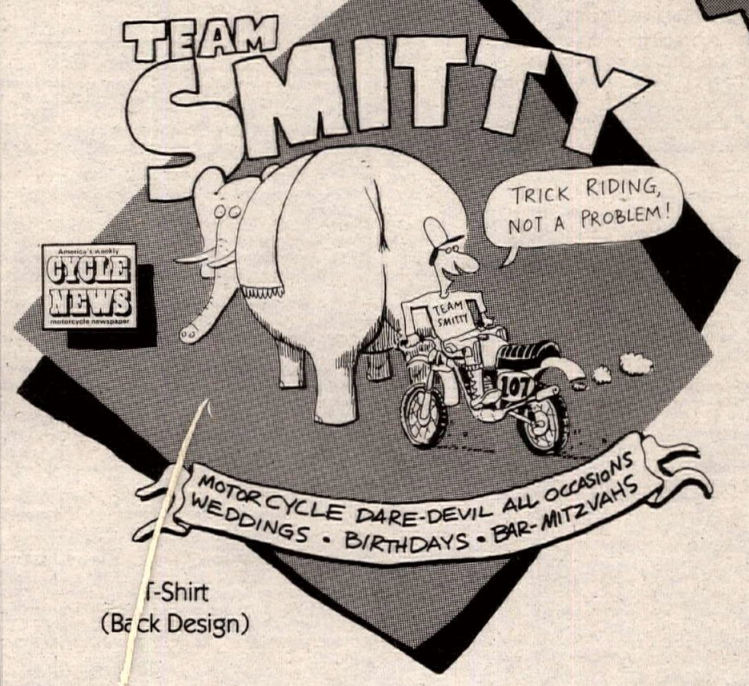

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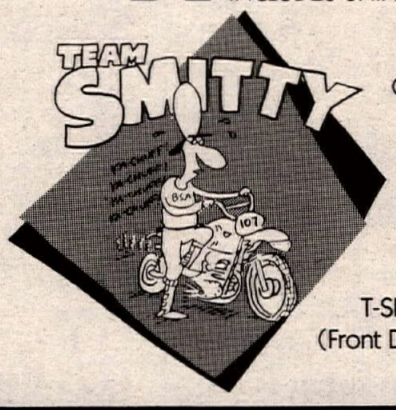

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LOCAL EVENTS

Silver Creek MX saw Andy Caldwell (166) charge into the first turn ahead of Jason Sain (15) and Kipper Ketron (11).

Roberts at one point, but had to settle for second. Sentell held third until the very end when Brown nipped him at the finish line.

"He's not so fast," asserted Sentell, who took fourth over Skye Stalsworth and Andy Wyrick. "I would have beat him if he hadn't been on a bigger bike."

Roberts again led the start of moto two as Deal came stole second from Sentell. On lap two, Sentell attempted to repass but bumped into Deal, taking them both down and allowing Brown to advance. Deal quickly remounted and was able to regain second as Brown stopped to discuss strategy with his mechanic, and Sentell also got by to finish third.

Allen Russell got the drop on Bault and Greg Bergen in the first A moto, but Bault powered to the lead halfway through lap one. While Bault stretched a sizable lead, Bergen pressured Russell throughout the race until he fell. Bergen reclosed the gap but ran out of time and finished third behind runner-up Russell and winner Bault.

Bault grabbed the lead in moto two and Bergen passed Russell for second at the end of lap one. Bergen stayed upright for the rest of the race to claim second behind winner Bault, who recieved a high-five from Brown as they rolled off the track.

Results

A: 1. Jason Bault (Yam); 2. Greg Bergen (Yam); 3. Alan Russell (Yam); 4. Mike Brown (Hon); 5. Thomas Hamby (Ita); 6. Jeffrey Fields (Yam); 7. Jacob Saylor (Yam); 8. Adam Beeler (Yam); 9. Patrick Haynes (Yam).

B: 1. Chase Roberts (Yam); 2. Blake Deal (Yam); 3. Mike Brown (Hon); 4. Cale Sentell (Yam); 5. Andy Wyrick (Yam); 6. Allen Tuttle (Yam); 7. Skye Stalsworth (Yam); 8. Cayla Robinette (Yam).

MOMS: 1. Misti Stalsworth (Yam); 2. Lori Beeler (Yam); 3. Patty Fields (Yam); 4. Patti Sentell (Yam); 5. Cindy Bault (Yam); 6. Sharon Wyrick (Yam).

McClellan brothers sweep Tryin' Times Trial

By Don Williams

LITTLEROCK, CA, NOV. 10

After a grueling 39-sections, a scant two points separated Intermediate competitors Brad and Craig McClellan at the Valley Observed Trials Enthusiasts-promoted Tryin' Times Trial, held in Littlerock.

Brad McClellan held the initial lead over his brother Craig at the completion of loop one, 17-20, but Craig picked up a point in the following loop. Craig cleaned eight of 13 sections in loop two, but broke even with a 10 point final loop. In the end, Craig trailed Brad, 43-45. Keith Busch rounded out the top three.

Tom Hamann guided his Beta Zero to an easy win in the Expert class over Mark Oldar. Hamann secured his victory with a single-point third loop performance.

Montesa pilots Mike Griffitts and Martin Belair fought tooth-and-nail in the Sportsman class. After surrendering the first loop lead to Belair on the second lap, Griffitts finished with loops of three and two points to nose out Belair 21-26.

Lon Brand, on a Cagiva 350, overcame a third place positioning after the opening lap to win the Novice class by four points over three riders tied with 33 points. Kevin Reynolds was relegated to fourth when his 23-clean total left him two perfect rides behind Lee Holth and Mitch Berger. Holth took second, edging Berger 9-6 when the single dab rides were tallied.

Bob Grove rode his Aprillia to the Veteran Novice win, and had the lowest class total for the day. Bill Burrows scored lower than any other Beginner on the day, and Dennis Wilson's 43 points and 17 cleans accounted for the best Intermediate ride of the day. Both Burrows and Wilson compete in the Senior divisions in their respective classes.

Results

C'SHIP: 1. Tom Hamann (Bet); 2. Mark Oldar (Fan); 3. Rick Daffern (Fan); 4. Kevin Norton (Fan).

SPTMN: 1. Mike Griffitts (Mon); 2. Martin Belair (Mon); 3. Jared Malmquist (Apr); 4. Robert Madden (Bet); 5. David Ige (Fan).

SR SPTMN: 1. Duane Feland (Mer); 2. Clive Hannon (Fan); 3. Dave Whittle (Yam); 4. Randy Minter (G-G).

S/SR SPTMN: 1. Art Webster (Bet); 2. Pat Fox (Yam).

INT: 1. Brad McClellan (Yam); 2. Craig McClellan (Yam); 3. Keith Busch (Apr); 4. Paul Johnson (Yam); 5. Jim Collins (Bet).

SR INT: 1. Dennis Wilson (Bet); 2. Don Williams (Apr); 3. Joe Slaughter (Bet); 4. Roger Guard (Bet); 5. Lowell Bellis (Bet).

S/SR INT: 1. Larry Varnell (Yam).

NOV: 1. Lon Brand (Cag); 2. Lee Holth (Yam); 3. Mitch Berger (Yam); 4. Kevin Reynolds (G-G); 5. Steve Hulse (Fan).

SR NOV: 1. Dennis Thompson (Bet); 2. Jeff Latimer (Yam); 3. Ian Griffin (Yam); 4. Gary Veatch (Fan); 5. Gary Oborn (Hon).

S/SR NOV: 1. Tom Blake (Bet); 2. Doug Stephens (Yam); 3. Steve Beck (Fan); 4. John Haney (Bet); 5. John Collins (Bet).

VET NOV: 1. Bob Grove (Apr); 2. Dave Stanley (Fan); 3. Duane Stone (G-G); 4. Ron Dozier (Fan).

BEG: 1. Steve Dozier (Suz); 2. Dave Lahey (Mon); 3. S. Baker (SWM).

SR BEG: 1. Bill Burrows (Fan); 2. Ted Zinsman (Bul); 3. Ray Butler (Yam); 4. Dave Longman (Hon); 5. Robert Perrill (Yam).

S/SR BEG: 1. John Thompson (Fan); 2. Alan Malmquist (Fan).

VET BEG: 1. Dave Baker (Kaw); 2. Al Nourian (Yam); 3. Stuart Ebert (Bul); 4. Jack Volder (Bet); 5. Buck Hewson (Yam).

Caldwell connects at Silver Creek Motocross

By Barbara and Loren Williams

MORGANTON, NC, NOV. 3

Andy Caldwell aced the Schoolboy class and finished second in the 125cc Beginner class at the second round of the Yokohama Fall Series at Silver Creek MX Park.

Caldwell owned the first Schoolboy moto as he led from the first turn to the finish line. In moto two, however, he was challenged by Jason Sain, but Sain's Honda CR80 didn't have the horsepower to be a serious threat to the larger machine of Caldwell. Kipper Ketron moved up on Sain late in the race and attempted to take second, but he ran out of time and had to settle for third. Caldwell's win gave him a four-point lead in the three-race series over Sain.

In the first combined Senior Mini/125cc Beginner class moto, Sain claimed the holeshot on his 80cc machine but Caldwell powered around him on the first lap. Caldwell stayed out front for the remaining four laps while Sain stayed ahead of 125cc Beginner runner-up Barry Brittain.

The two classes were separated for the second moto and Caldwell shot to the front of the 125cc Beginner line followed by Danny Edney, Kipper Ketron and Brittain. On lap two, Brittain pressured Ketron and followed him past Edney. When Ketron bobbled, Brittain scooted into second, then muscled into the lead two turns before the white flag was unfurled. Despite Caldwell's best efforts to reclaim first, the moto win and overall victory went to Brittain. Ketron finished close behind in third, while Patrick Parton and David Barger dropped Edney back to sixth at the checkered flag.

Results

50: 1. Wayne McLaughlin (Hon); 2. Joey Garnes (Yam); 3. Michael Laws (Yam); 4. Brandon Langdon (Yam); 5. Willy Baker (Suz).

60: 1. Joshua Summey (Kaw); 2. Wayne McLaughlin (Kaw); 3. Casey Barnes (Kaw); 4. Joey Garnes (Kaw); 5. Scott Smith (Kaw).

JR MINI: 1. Jason VanHorn (Hon); 2. Joshua Summey (Kaw); 3. Eric Barnes (Suz); 4. Brad Edwards (Hon); 5. Brad Caldwell (Kaw).

SR MINI: 1. Jason Sain (Hon); 2. Robby Miguel (Hon); 3. Chris Bost (Suz); 4. Scott Beard (Kaw); 5. Chip Dunn (Kaw).

SCHBY: 1. Andy Caldwell (Suz); 2. Jason Sain (Hon); 3. Kipper Ketron (Suz); 4. Brian Wheeler (Suz); 5. Chris Bost (Suz).

125 A: 1. Todd Bennick (Suz); 2. William Wilson (Hon).

125 B: 1. Mike Litz (Suz); 2. Frankie Mullinax (Hon); 3. David Stewart (Suz); 4. Jim McDaniel (Hon); 5. John Sharpe (Hon).

125 C: 1. Reagan Boone (Hon); 2. Chris Stacey (Kaw); 3. Darren Carson (Yam); 4. Paul McDaniel (Hon); 5. Charlie Smith (Hon).

125 D: 1. Andy Caldwell (Suz); 2. Barry Brittain (Kaw); 3. Danny Edney (Hon); 4. Patrick Parton (Kaw); 5. Travis Lovelace (Hon).

250 B: 1. Mike Keller (Kaw); 2. Danny Shell (Kaw); 3. Darrell Bailey (Hon); 4. John Sharpe (Hon).

250 C: 1. Frank Hampton (Hon); 2. Paige Hilliard (Kaw); 3. Mike Morgan (Suz); 4. Matt Allen (Hon); 5. Jamie Campbell (Hon).

OPEN AM: 1. Larry Sparks (Hon); 2. Marc Cleveland (Hon); 3. Ricky Gardner (Hon); 4. Mike Edwards (Kaw); 5. Tim Marlon (Kaw).

U/L AM: 1. Mike Keller (Kaw); 2. Frank Hampton (Hon); 3. Glen Chase (Kaw); 4. Darrell Bailey (Hon); 5. Paige Hilliard (Kaw).

ENDR: 1. Samuel King (Yam); 2. Jason Merritt (Yam); 3. Richard Blecher (Kaw).

25+: 1. Travis Bell (Yam); 2. Danny Shell (Kaw); 3. Harvey Wiggins (Kaw); 4. Randy Roberts (Kaw); 5. Kenneth Bailey (Hon).

30+: 1. Nicky Baker (Yam); 2. Travis Bell (Yam); 3. Dana Haas (Yam); 4. Randy Roberts (Kaw); 5. Eddie Coile (Kaw).

Fay wins Woodlands Scrambles

By Derryl Anderson

WOODLAND, WA, NOV. 3.

Mickey Fay smoked to double class wins at Motocross Park aboard his Lester's Auto-Machine/Bell/Peirolli Racing/Tsubaki/Works Performance/Van Leeuwen Enterprises-backed Hondas.

There were so many riders entered in the 250cc class that two heat races were run rather than the moto format. In the first heat Fay got an excellent scratch followed by Craig Bowman, Ryan Anders, Trish Lyons, John Paynter, Wendell Black and Dave Crosby. Fay rode the entire distance with a 10-yard lead on Bowman, who in turn had 10 on Anderson. The front-running trio put a straightaway on the others as the checkered flag came out. The order went unchanged right to the end.

In heat two, Beau Manley got the lead over Pat Hickman, Eddie Gerrish, Willie Ward and the others. Everyone ran very close, with Hickman and Gerrish making a run at Manley at the flag. Manley held on for the win.

In the main event, Fay stole the holeshot, followed by Bowman, Hickman, Anderson, and Manley. Anderson passed Hickman down the back stretch and moved up on Bowman, but once again the trio ran close to Fay without any passing taking place. At the checkered flag it was Fay, Bowman, Anderson, Hickman, Manley, Gerrish, Paynter and Eric Rickman.

In the 250cc B main, Leininger Plating-backed Tricia Lyons went from a third place start to the lead on lap one and never looked back. Behind her at the checkered flag were Black, Randy Daily, Aaron Gibson and Crosby.

In the first two-wheel Open class moto, Fay snagged the lead ahead of Anderson, Gerrish, Mike Hickman and Doug Ueltchi. The front four were all riding 250s. Anderson tried to go under Fay in turn four, but lost the front end and was sent to the rear. Gerrish was all over Fay and on lap five slid by in the dogleg. Meanwhile, Hickman worked his way up to third with Ueltchi, Ron Kent, Rickman, Anderson and Tom Simpson right behind at the finish.

The second moto saw Fay out front again, with Rickman and Anderson all over him. Anderson got sideways in turn four trying to get at Fay and lost it again. On lap three Hickman passed Rickman and Ueltchi moved into fourth. Gerrish was close behind, with Kent and Simpson following. A lap later, Gerrish took over third and the final order was set. At the checkered flag it was Fay taking his second win of the day, followed by Hickman, Gerrish, Ueltchi, Rickman, Kent and Simpson.

Results

50 STK: 1. Dale Ainslie (Yam); 2. Paul Castillo (Itj); 3. Matt McCoy (Yam).

50 MOD: 1. Dale Ainslie (Yam); 2. Tyler Fick (Yam); 3. Matt McCoy (Yam).

60: 1. Justin Ruth (Kaw); 2. Mike Storm (Kaw).

80: 1. Kory Rasmussen (Kaw); 2. Mike Storm (Kaw).

125: 1. Beau Manley (Kaw).

250 B: 1. Trish Lyons (Yam).

250 A: 1. Mickey Fay (Hon); 2. Craig Bowman (Hon); 3. Ryan Anderson (Suz).

OPEN: 1. Mickey Fay (Hon); 2. Mike Hickman (Kaw); 3. Eddie Gerrish (Kaw).

4-STRK OPEN: 1. Craig Bowman (Hon); 2. J.P. Simonsen (Hon); 3. Paul Mullins (Yam).

Reilly roosts LACR Gran Prix

By David A. Procida

PALMDALE, CA, OCT. 27

Russell Reilly rode his Newhall Kawasaki KX250 to the Vet Intermediate class win at California Racing Club's Wild Turkey Gran Prix. The event which was supposed to have been held at Glen Helen OHV Park was transfered because of rain to L.A. County Raceway, after it was determined that it was too wet for competition purposes.

The Vet Experts and Intermediates were combined on the start and Brian Hill was first into turn one on the fast, wide back section of the course. Positions changed quickly and by the time the riders entered the motocross track Jim Sendelbach had assumed the point position. Reilly was running in the fourth overall slot and was keeping up with the Expert pack. Behind Reilly, Jere Mason attempted to hold off Charlie Strong.

Up at the front, Sendlebach extended his lead but now challenging for second was Rob Petrin, waiting for the motocross section to make his move and quickly powering by Hill to set out in search of the leader. Reilly was still in fourth behind the lead pair and C.R. Brunson, who was third in the Expert class, and a short distance behind came the Mason-Strong battle. Strong charged to the inside of a hard left turn, and took over the number two Intermediate position. Mason repassed Strong on the long straightaway heading into the back section. An even more determined Strong again made a pass on the MX track and made it stick up until the last lap when Mason again powered by in the same section of the track.

Up at the front, Petrin utilized a miscue by Sendlebach to close the gap and was now challenging for the first overall position, it looked like Petrin was going to get by when the pair encountered lapped traffic and he was slowed down. As Sendlebach again pulled away, Petrin backed his pace down a notch as Brunson was now a safe distance behind, but it was Reilly who was still charging and he took this advantage to pass Petrin and finish in the number two overall slot and first Intermediate.

Mason held off Strong in the final go-around and claimed second overall over Strong. Petrin finished second Vet Expert with Brunson making it into the top three finishing slots. 1000 Oaks Yamaha's George Wallace and Brian Hill rounded out the top five.

Results

60 9-11: 1. Tyson Tittlemier.

80 BEG: 1. Mike Sheets; 2. Brit Jackson; 3. Jason Robinson; 4. Adam Knowles; 5. Dennis Woodard.

80 NOV: 1. Jason Howard; 2. Terrance Malan; 3. Jason Fonseca; 4. Eric Anderson; 5. Bryan Carrillo.

80 INT: 1. Rick Elrod.

VINT NOV: 1. Frizby Sealey; 2. Wayne Park; 3. Myron Lapka; 4. Randi Perkins; 5. Phil Zellmer.

VINT INT: 1. Brock Suter; 2. Ken Greene; 3. Mark Neal; 4. Hugh Blacka; 5. Gary Egloff.

JR VET EX: 1. Merle Hammer; 2. John Pack; 3. Ron Malone; 4. Neil Summers.

JR VET INT: 1. Steve Fernandez; 2. Jack Kell; 3. Darren Elloitt; 4. Todd Broussard; 5. Bryan Moynahan.

JR VET NOV: 1. Brian Hill; 2. Randy Paul Wysocki; 3. Cornell Canter; 4. David Barlow; 5. Tim McAdams.

JR VET BEG: 1. Randy Taylor; 2. Mark Gates; 3. Pat McLaughlin; 4. Scott Welte; 5. Jerome Reed.

VET EX: 1. Jim Sendelbach; 2. Rob Petrin; 3. C.R. Brunson; 4. Brian Hill.

VET INT: 1. Russell Reilly; 2. Jere Mason; 3. Charlie Strong.

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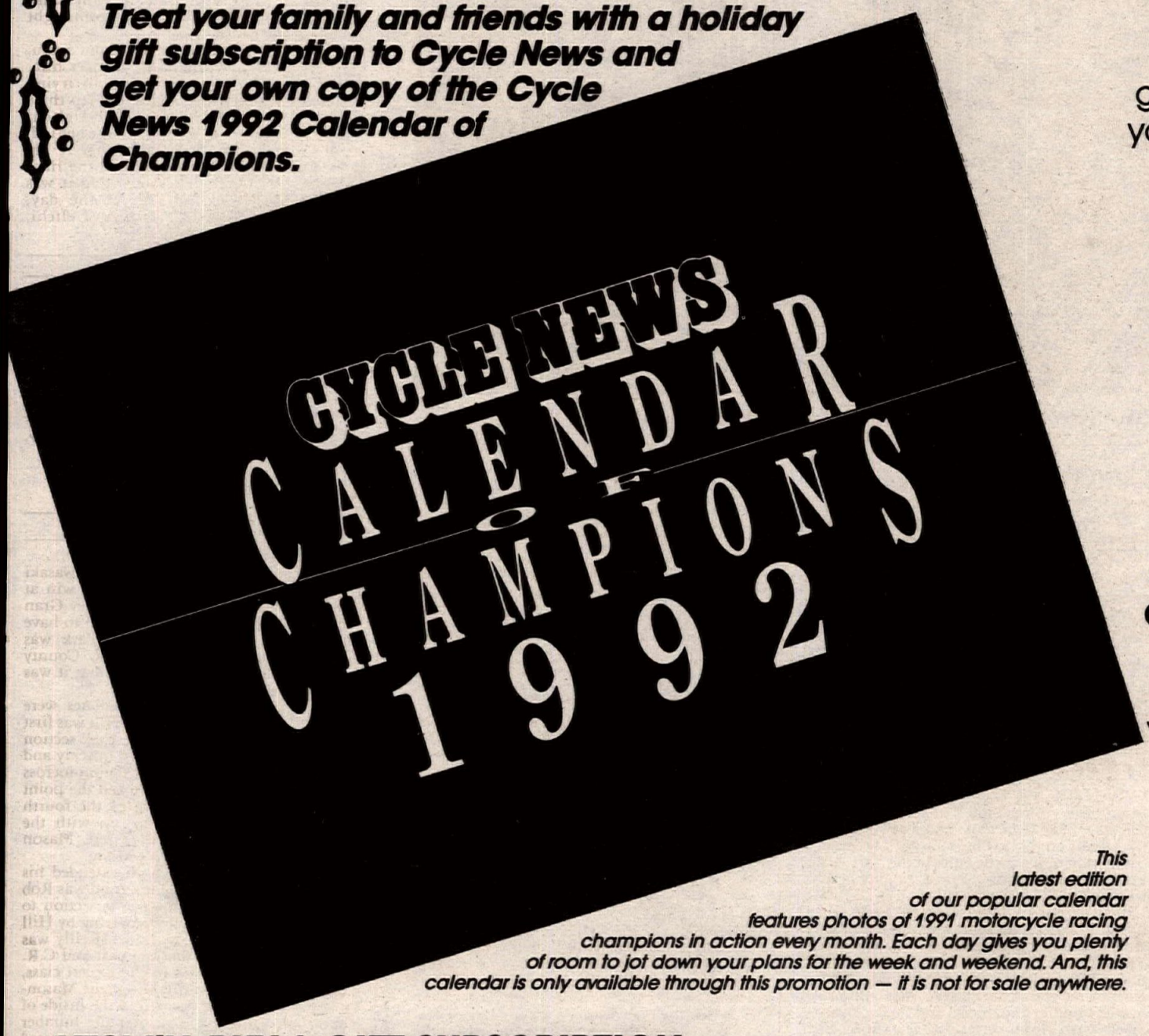

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LOCAL EVENTS

Lee Holth (111) sped out of the gate and led Troy Peters (22) through Carlsbad Raceway's famous first turn.

VET NOV: 1. Jerry Coffey; 2. Martin Cisar; 3. B.J. Lehn; 4. Gary Taylor; 5. Robert Wethern.
VET BEG: 1. David Mullen; 2. Stacy Skaggs; 3. Joe Billings; 4. Dan Bernardino; 5. Remy Pamintuan.
SR EX: 1. Jack Kell.
SR BEG: 1. Robert McCormick.
250 PRO: 1. Tony Sulek; 2. Ken Neitzel; 3. John Pack.
125 PRO: 1. Duane Benner.
500 INT: 1. Will Dickson.
250 INT: 1. Bill Sauro; 2. Robbie Dunham; 3. Owen Dickson; 4. Jason Simmons; 5. Paul Zelinsky.
125 INT: 1. Lex Malan; 2. Tracy Asher; 3. Jason Reed; 4. Eric J. Wright.
500 NOV: 1. Jason Trubey; 2. Richard Martinez.
250 NOV: 1. Mike Little; 2. Bob Bottcher Jr.; 3. Mike Maute; 4. John Haskell.
125 NOV: 1. Roy Bremenour; 2. Shawn O'Brien; 3. Chris Allen; 4. Fred Ogrim; 5. Tom McLaughlin.
500 BEG: 1. Dal Trubey Jr.; 2. Robert McCord; 3. Wilson Lewis; 4. Ed Hand; 5. Craig Olson.
250 BEG: 1. Malcolm Solley; 2. Mike Gallegos; 3. John Valko; 4. Eddie Staab; 5. David Martinez.
125 BEG: 1. Jerry Johnson; 2. Cy Prado; 3. Brian Miller; 4. Steve Smith; 5. Brian Alsobrook.

Aleman awesome at LACR night motocross

By Tony Alessi

PALMDALE, CA, OCT. 25
Jerry Aleman closed out the California Racing Club's night MX season at Los Angeles County Raceway by sweeping all four motos in the 60 and 80cc 9-11-year-old classes.

In the first 80cc (9-11) moto, Aleman lapped the entire field and was racing closely with 80cc 12+ Intermediate class riders. Jason Larkin and Jonathon Shimp finished second and third in the (9-11) class.

The second moto was a repeat performance for Aleman, only this time he lapped second-place finisher Joe Mendoza twice after closely racing with the older riders once again.

In the first 60cc (9-11) moto, Shimp was able to stay in front of Aleman for a lap, but after that Aleman was able to breeze to the win. Aleman also triumphed in the second race.

Garey Carlson dominated the 125cc Novice class with a pair of moto wins. Marc Lippert charged from a midpack start to second place after passing Wayne Zahrt and Jim Buntin by the halfway mark. Lippert tried to catch leader Carlson but never got close enough to make an attack. Buntin rounded out the top three finishers.

Buntin led the opening laps of moto two while Carlson rode in his shadow. Carlson slid under Buntin in an off-camber turn then quickly pulled away for a convincing win. Buntin held off a hard-charging Steve Corteville at the finish line to take second.

Results

60 (0-8): 1. Christopher Tocco (Kaw); 2. Blake Viens; 3. Brayden Taylor (Kaw); 4. Michael Blose (Kaw); 5. Cale Buntin (Kaw).
60 (9-11): 1. Jerry Aleman (Suz); 2. Jonathon Shimp (Kaw); 3. Michael Young (Kaw); 4. Billy Payne (Kaw); 5. Christopher Gosselaar (Kaw).
80 (9-11): 1. Jerry Aleman (Suz); 2. Joe Mendoza (Hon); 3. Jason Larkin (Kaw); 4. Jonathon Shimp (Kaw).
80 BEG: 1. Shad Viens; 2. Pat McNulty (Kaw0; 3. Ryan Shimp (Suz); 4. Michael Rowland (Suz); 5. Michael McDaniel (Kaw).
80 NOV: 1. Justin Viens; 2. Kenneth Reed (Kaw).
80 INT: 1. Jeff Willoh (Kaw); 2. Jay Theys (Kaw).
BIG WHL: 1. Jacob Sutton (Kaw); 2. Michael Collier (Kaw); 3. James Wright (Kaw).
ADLT 80: 1. Tony Alessi (Hon); 2. Jon Foster (Suz).
125 BEG: 1. Romy Ratliff (Hon); 2. Brian Alsobrook (Hon); 3. Mike Shoesmith (Hon); 4. Darris Garner (Hon); 5. Mark Libardoni (Kaw).
125 NOV: 1. Garey Carlson (Kaw); 2. Jim Buntin (Suz); 3. Brian Ratliff (Kaw); 4. Wayne Zahrt (Suz); 5. Marc Lippart (Suz).
125 INT: 1. Erik Lindstrom (Hon).
250 BEG: 1. Mike Licitra (Suz); 2. Malcolm Solley (Hon); 3. Duane Raha (Hon); 4. John Valko (Hon); 5. Tim Kane (Yam).
250 NOV: 1. Bob Wood (Hon); 2. Erik Kleven (Hon); 3. Chuck Kober (Kaw).
250 PRO: 1. Bob Kline (Hon); 2. Todd Lehman (Hon).
500 BEG: 1. Dal Trubey Jr. (Kaw); 2. Rodd Ailes; 3. John Hedges (Hon); 4. David Dick (Mai).
JR VET NOV: 1. Tony Mason (Yam).
VET BEG: 1. Mike Jervey (Yam); 2. Stacy Skaggs (Hon); 3. Dan Bernardino (Suz); 4. Tim Mendenhall (Hon); 5. John Albini (Yam).
VET NOV: 1. Ethan Selzer (Hon); 2. Bret Greening (Hon); 3. B.J. Lehn (Suz); 4. Steve Schrobsdorf (Yam); 5. Randy James (Hon).
VET INT: 1. Ken Benaux (Hon).
SR BEG: 1. Bill Weltman (Hon); 2. Jerry Niehaus (Yam).

Dade City MX win to Susko

By Scott Shepherd

DADE CITY, FL, NOV. 2
Brian Susko piloted his Yamaha to the 250cc C class win at Dade City Raceway's Saturday night supercross. There were 161 riders competing in the 20th round of the 1991 DCR Points Championship Season. Double points were awarded for the top riders.

Susko holeshot the first moto over 14 other riders. The front straightaway was cut in half with a 90° left turn leading the riders into the course, and Brett Stromsnes overshot the turn while drag racing with Susko out of the gate. By the end of the first lap, Mark Johnson moved into the lead. Susko and Bucky Dennis diced with Johnson for a few laps, but Johnson pulled away before the halfway point, Susko and Dennis diced for second. Bill Tribby and Jay Holzhueter ran in fourth and fifth, respectively. Dennis was working hard on Susko for second, but Susko held him back.

Dennis lost it in a turn and dropped back to sixth. Johnson was all alone at the finish. Susko had a solid second, Tribby third, Holzhueter fourth, and Earl Parker rounded out the top five.

Susko holeshot the second moto but the tricky, short front straight took him and several riders out while going into the first turn. What a break for Steele, who took over the lead and led for two laps. Larry Kline, Parker, Susko and Steve Dyer were behind Steele. Kline challenged Steele over a tabletop and stole the lead. Susko was way back in fourth, but gaining ground. Kline led for two laps, until Parker collided with him on the down side of a tabletop jump. Susko passed both the downed riders and Johnson moved into second. Dennis and Steele were diceing for third. It was Susko with a 20-yard lead over Johnson, Steele, Dennis and Dyer at the finish.

Results

P/W: 1. Tyson Hausell (Yam); 2. Chaz Northey (Yam); 3. Josh Faustino (Yam); 4. James Stewert (Yam); 5. Jeremy McDow (Yam).
60: 1. August Lausberg (Kaw); 2. J.B. Ballard (Kaw); 3. Tyson Hadsell (Kaw); 4. Jason Von Fricken (Kaw); 5. Michael Edwards (Kaw).
80 B: 1. Jody Gill (Kaw); 2. Scott Lamb (Hon); 3. Billy Lasberg (Kaw); 4. Josh Kielty (Suz); 5. Dean Benzil (Suz).
80 C: 1. Scott Barnes (Hon); 2. Adam Crossley (Kaw); 3. Billy Wood (Kaw); 4. J.B. Ballard (Kaw); 5. Mike Decker (Yam).
80 BEG: 1. Jeff Sickinger (Hon); 2. Dave Polege (Kaw); 3. Jason Ward (Kaw); 4. Ray Hansen (Kaw); 5. Brian Mixon (Kaw).
125 B: 1. Kenny Yoho (Suz); 2. Tim Everhart (Hon); 3. David Sanderson (Hon); 4. Jason Sybert (Hon); 5. Vinny Hopper (Yam).
125 C: 1. Mike McNamee (Suz); 2. James Scarborough (Hon); 3. Kym Sybert (Hon); 4. Kevin Nance (Hon); 5. David Sheren (Hon).
125 BEG: 1. Greg Mosher (Hon); 2. Gary Chisholm (Yam); 3. Rob Gallagher (Hon); 4. Scott Fiebelkorn (Hon); 5. Scott Newsome (Hon).
250 A: 1. Ricky Hampshire (Suz); 2. Ryan Dean (Hon).
250 B: 1. Rick Bigalow (Hon); 2. Frank Bartley (Hon).
250 C: 1. Brian Susko (Yam); 2. Mark Johnson (Yam); 3. Bucky Dennis (Hon); 4. Jay Holzhueter (Hon); 5. Erik Steele (Hon).
250 BEG: 1. Jason Blackburn (Suz); 2. Rick Eggars (Kaw); 3. Dale Pelletier (Yam); 4. Bill Hughes (Hon); 5. Jeff Rose (Suz).
WMN: 1. Kym Sybert (Hon); 2. Beth Rewis (Kaw); 3. Janet Stringfield (Hon).
SCHBY: 1. Tony Pocorobba (Hon); 2. Kenny Yoho (Suz); 3. David Sanderson (Hon); 4. Jason Sybert (Hon).
25+: 1. Ed Garlin (Hon); 2. Brett Stromsnes (Hon); 3. Erik Steele (Hon); 4. Scott Fiebelkorn (Hon); 5. Rob Gallagher (Hon).
SR 30+: 1. Andrew Saulo (Yam); 2. Robert Noa (Hon); 3. Rob Preston (Hon); 4. Tom Bragg (Hon); 5. Buzz Germony (Hon).
S//SR 40+: 1. Tom Bragg (Hon); 2. Robert Fulton (Hon); 3. Walter Knights (Yam).
OPEN AM: 1. Ricky Hampshire (Suz); 2. Tony Pocorobba (Hon); 3. Ricky Carmichael (Kaw); 4. Kenny Yoho (Suz); 5. Jay Ponkey (Kaw).
OPEN NOV: 1. Joe Germana (Hon); 2. Daryl Thiel (Hon); 3. Rick Eggars (Kaw); 4. Tommy Stringfield (Hon); 5. Keith Mallison (Kaw).

Furnell flies to Zuber MX win

By Kyle Myers

ZUBER, FL, NOV. 3
Round four of the FMC Fall Finale was held at Zuber Motocross Inc., with 60 degree temperatures making a fine day for racing, and Rod Furnell topping the fierce 125cc C class.

When the gate dropped for the largest and wildest race of the day, Mike Bernhart led the field around turn one with Mike McNamce, Wes Griffin, Mark O'Steen and Furnell in tow. Griffin and O'Steen were battling for third when Furnell swooped by both of them. After starting midpack, Joey Clark was on the move, passing Griffin and O'Steen for fourth.

Meanwhile, Bernhart started to pull away, while Furnell got by McNamce in a berm. At the finish, it was Bernhart with the win over Furnell, McNamce, Clark and O'Steen, who passed Griffin on the last lap.

Moto two saw Clark rip the holeshot with Furnell, McNamce, Griffin and David Green following. Clark slid out, letting Furnell get by, while O'Steen passed Green. O'Steen then passed Griffin, with Bernhart doing the same a few turns later. Back up front, Clark and Furnell swapped the lead several times before Furnell finally took the lead for good with two laps remaining.

Bernhart then outbraked O'Steen for fourth, but high-sided and restarted in seventh. Furnell scored the win over Clark, McNamce, O'Steen and Green. The overall went to Furnell, with Clark, McNamce, Bernhart and O'Steen rounding out the top five positions.

Results

P/W: 1. Mitchell Holstein (Yam); 2. Scott Williams (Yam); 3. Steve Binegar (Yam); 4. Tyler Shields (Yam); 5. Justin Holstein (Yam).
60: 1. Jason Thomas (Kaw); 2. Tyler Shields (Kaw); 3. Derek Keyes (Kaw); 4. Steve Binegar (Kaw); 5. Mitchell Holstein (Kaw).
80 C: 1. Garrett Pyles (Kaw); 2. Jason Thomas (Kaw); 3. James Martin (Yam); 4. Tyler Shields (Kaw); 5. Derek Keyes (Hon).
80 B: 1. Adam Rake (Kaw);2 . Keith McQuaig (Suz); 3. Mack Perry (Kaw).
S/MINI: 1. Adam Rake (Kaw); 2. Keith McQuaig (Suz); 3. Garrett Pyles (Kaw); 4. Dean Joiner (Kaw); 5. Mack Perry (Kaw).
125/250 BEG: 1. Dale Sowder (Hon); 2. Casey Lynch (Suz); 3. Jeff Bankston (Hon); 4. David Small (Yam).
125 C: 1. Rod Furnell (Kaw); 2. Joey Clark (Kaw); 3. Mike McNamce (Suz); 4. Mike Bernhart (Hon); 5. Mark O'Steen (Kaw).
125 B: 1. Josh Latina (Kaw); 2. Anthony Pocorobba (Hon); 3. Kyle Myers.
250 C: 1. Jimbo Hayes (Yam); 2. G.L. Jones (Suz); 3. Rob Procter (Hon); 4. John Green (Hon); 5. Alan Trentham (Hon).
250 B: 1. Anthony Pocorobba (Hon); 2. Brian Broussard (Yam); 3. Shane Thomas (Kaw); 4. Dwight Fraser (Hon).
OPEN B/C: 1. Scott Miller (Hon); 2. Mitchell Holstein (Hon); 3. Kenn Rudd (Kaw); 4. Seward Broussard (Yam).
15-24: 1. Anthony Pocorobba (Hon); 2. Josh Latina (Kaw); 3. Brian Broussard (Yam); 4. Chris Leonard (Hon); 5. Rob Furnell (Kaw).
+25: 1. Scott Miller (Hon); 2. Jimbo Hayes (Yam); 3. Mitchell Holstein (Hon); 4. Rob Proctor (Hon); 5. Alan Trentham (Hon).
+30: 1. Jeff Hughes (Kaw); 2. Drew Justice (Hon); 3. Billy Butler (Kaw); 4. Ken Rudd (Kaw); 5. Seward Broussard (Yam).
+40: 1. Robert Godfrey (Kaw).

Meier manhandles Carlsbad MX

By Dave Burgess

CARLSBAD, CA, NOV. 9
Steve Meier dominated both 125cc Junior class motos at the Racing Enterprises Saturday MX at Carlsbad Raceway.

Meier led the way at the start of moto one with a clean holeshot followed by Milano Schaeffer and Elton Martins. Schaeffer stayed glued to Meier's rear fender and the two riders pulled away from the rest of the field. Troy Archer began to pressure Martins for third. Martins, who has only been riding in the Junior class for a short time, was no match for Archer as he stormed by for third. A short time later Martins fell victim to Tony Malz, who dropped him to fifth. Up front Schaeffer did everything he could to pass Meier, but Meier crossed the finish line just ahead of Schaeffer.

Moto two looked like a continuation of moto one with Meier out in front and Schaeffer only inches behind. The pace proved a little quick for Schaeffer as he began dropping off the pace late in the moto and was passed by Archer for second on the final lap. No one got near Meier as he styled to the win over Archer, Schaeffer and Malz.

Results

80 BEG: 1. Colin Eberly (Hon); 2. Kris Fullmore (Suz); 3. Josh Preman (Suz); 4. Jim Gibbs (Kaw); 5. Kevin Smith (Kaw).
80 JR: 1. Manny Arias (Kaw).
125 BEG: 1. Justin Lusian (Suz); 2. Zachary Hoffower (Hon); 3. Jason Wagener (Yam).
125 JR: 1. Steve Meier (Suz); 2. Troy Archer (Kaw); 3. Milano Schaeffer (Hon); 4. Tony Malz (Suz); 5. Elton Martins (Suz).
125 INT: 1. Lars Erik Larsson (Yam); 2. Aaron Justus (Suz); 3. Ken Wilson (Hon).
250 BEG: 1. James Hendersen (Yam); 2. Elton Martins (Suz); 3. Eddie Thompson (Suz); 4. Mike Bloom (Yam); 5. Mike McGuire (Hon).
250 JR: 1. Eric Christianson (Hon); 2. Nick Abato (Yam); 3. Beau Willette (Hon); 4. Jeff Robson (Hon); 5. Micheal Landegant (Hon).
250 INT: 1. Ty Swartz (Hon); 2. Steve Butler (Yam); 3. Chad Doggett (Suz); 4. Aaron Justus (Suz).
500 BEG: 1. Gene Phelps (Suz); 2. Gary Doggett (Hon); 3. Tom Eberly (Hon); 4. John Knight (Kaw); 5. John Coleman (Hon).
500 JR: 1. John Tookmonster (Kaw); 2. Rodney Weesner (KTM).
500 INT: 1. Brian Mangen (Hon); 2. Robert Failing (Hon).
PRO: 1. Duane Benner (Suz); 2. Jim Chamberlain (Hon); 3. Jake Trist (Kaw); 4. John Flores (Kaw); 5. Rob Sirsky (Hon).
25-29 BEG: 1. Mark Girsch (Yam); 2. Chris Reilly (Yam); 3. Chris Mangen (Hon); 4. Jeffery Horton (Kaw); 5. Becky Kukla (Kaw).
25-29 JR: 1. John Gough (Kaw); 2. Dave Burgess (Hon); 3. Ken Wilson (Hon).
25-29 INT: 1. Brian Mangen (Hon); 2. Don Connelly (Suz).
VET BEG: 1. Rudy Castaneda (Kaw); 2. Andrew Kay (Yam); 3. Darrell Little (Hon); 4. Steve Amaroso (Hon); 5. Tom Brinegar (Hon).
VET JR: 1. Fritz Schlegel (Yam); 2. Ted Kekla (Kaw); 3. Jeff Gray (Hon); 4. John Dudas (Yam); 5. Jeff Can Camp (Yam).
VET INT: 1. Marc Crosby (Yam); 2. Chris Perez (KTM); 3. Michael Landegent (Hon).
VET PRO: 1. Tim Marsh (Hon); 2. Mike Tripes (Kaw).
BOMBER: 1. Robert Failing.
OT JR: 1. Robert Berdyck (Hon); 2. Chuck Caston (Hon); 3. Ira Meiberber (Yam); 4. Mike Stell (KTM); 5. Frank Derby (Yam).
OT INT: 1. Tom Eberly (Hon); 2. Bill Malone (Hon).
OT EX: 1. Nick Costello (Hon); 2. John Knight (Kaw); 3. Gary Doggett (Hon); 4. Tim Daily (Hon); 5. Gene Phelps (Suz).

Nelson nails Carlsbad MX win

By Dave Burgess

CARLSBAD, CA, NOV. 2
John Nelson clinched the overall victory in the action-packed 125cc Beginner class at the Racing Enterprises-promoted Saturday MX at Carlsbad Raceway.

The first moto was a barn-burner as Justin Lustian, who normally runs near the front, was buried in a midpack start. Running at the front was Nelson, and Alex Schlaefli. Lusian charged to the front, and near the end of the moto was battling with Nelson for the lead. Lusian stormed by and began to pull away to the win despite being somewhat down on power due to a blown-out silencer.

Lusian was out in front of moto two and it looked like it might be a runaway, but halfway through the moto things got interesting. Lusian's Suzuki began to lose its clutch, and Maurice Hansen shot by for the lead. Hansen began to pull away knowing that if Nelson, who was running third, couldn't get around Lusian, he would mathematically take the overall. But Lusian's rear tire began to go flat, and Nelson was by for second. Nelson continued to charge and passed Hansen to take the moto win.

Results

80 BEG: 1. Chris Schlaefli (Hon).
80 JR: 1. Joshua Amaradio (Kaw); 2. Manny Arias (Kaw).
125 BEG: 1. John Nelson (Hon); 2. Justin Lusian (Suz);

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Round #4 at Michigan's Red Bud Track & Trail saw Bradshaw, Stanton & Bayle in a fierce battle for the 250cc points; Cooper & Kiedrowski push each other to new limits in 125 action. 48 minutes from Powersports Video.

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A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

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See 70,000 Italian fans go crazy as Lawson grabs the holeshot on the Cagiva & battle for top position with Rainey and Doohan at Misano. Cadalora and Bradl trade paint on their Hondas in the 250 class, while the Webster/Simmons duo take Sidecars. 52 minutes from GP Video

#(84B) 1991 German RR Grand Prix
Doohan, Schwantz, Rainey, Gardner and the rest put on an intense battle for the entire 18 laps for round 6 at the Hockenheim circuit. Cadalora and Bradl continue their ongoing 250cc battle. 52 minutes from GP Video

#(85B) 1991 Austrian RR Grand Prix
Round 7 of the series took place in near perfect conditions at the ultra fast Salzburgring. Mick Doohan drove his Honda to the limit in a fierce battle with Wayne Rainey, Gardner and Schwantz, for one of the closest finishes ever. Cadalora and Bradl continued their title chase as Cardus set a new 250cc lap record. 52 minutes from GP Video

#(86B) 1991 European (Spain) RR Grand Prix
The 8th round of the GP series was held at the Jarama circuit in Spain, (replacing the Yugoslavian date on the calendar) as the road racing matadors Doohan, Rainey, Gardner and Schwantz provided another thrilling duel. Includes 250cc action with Cardus, Cadalora and Bradl battling for honors. 52 minutes from GP Video.

#(87B) 1991 Dutch RR Grand Prix
A crowd of 135,000 turned out to watch round 9 of the series in a dramatic day's racing at the Assen circuit. 52 minutes from GP Video.

#(89B) 1991 French RR Grand Prix
Rainey, Doohan, Gardner, Schwantz and Lawson put in spectacular rides in round 10 at the Paul Ricard circuit. 250cc action pitted Aprilias vs Hondas in an exciting race. 52 minutes from GP Video.

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For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91-Seven Days in June brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 52 minutes from Powersports Video.

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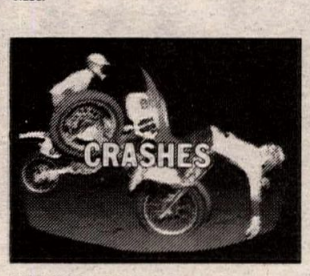

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the 1st-ever all-motorcycle "Havoc" video by More Entertainment. Features 55 minutes of catastrophe with the likes of Randy Mamola, Christian Sarron, Dave Thorpe, Wayne Gardner, Kevin Schwantz, Eddie Lawson and more. A variety of crashes from road race GP's TT's, MXGP's, Drags, and Paris-Dakar. From Motovideo.

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400,000 enthusiasts descended on Daytona for the 1991/50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Pancom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. this is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

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(#14B) 1991 N. American Speedway Final
The last race held at Long Veterans Stadium on 3/2/91, turn out to be the most important speedway event of the 1991 season, determining which four N. American riders will go on to compete in the World Finals. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships 1991
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

(#45A) 1990 Speedway US Nat'l C'ships
This climax to the 26 week long quest of races brings out the best of the top 18 speedway racers in the US to determine who carries #1 in 1991, in this 1 night winner-take-all event. 60 minutes from RAZ Video.

(#123A) 1991 Calif. State Speedway C'ship
Sixteen of the best riders in the United States race on California's longest speedway track in the 24th running of this prestigious event. 70 minutes from RAZ Video.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT — Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and more! 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scences of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

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(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
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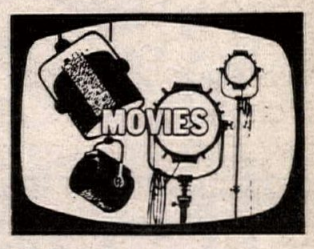

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LOCAL EVENTS

Tony Ferrazzi (93) and Bret Milan (824) squeeze through a turn at Perris Raceway.

3. Maurice Hansen (Yam); 4. Alex Schlaefli (Kaw); 5. Jason Wadgnar (Yam).
125 JR: 1. Elton Martins (Suz); 2. Mike Mont (Suz); 3. Milano Schaeffer (Hon); 4. Cory Austin (Yam).
125 INT: 1. Grant Gaspar (Suz); 2. Joe Tuttobene (Suz).
250 BEG: 1. Mike McGuire (Hon); 2. Elton Martins (Suz); 3. Mike Bloom (Yam); 4. Marty Prario (Kaw); 5. Eddie Thompson (Suz).
250 JR: 1. Ron Burrows (Suz); 2. Nick Abato (Yam); 3. Chris Schell (Yam); 4. Rob Surface (Kaw).
500 BEG: 1. Tom Eberly (Hon); 2. Scott Lee Ball (Hon); 3. Chuck Caston (Hon); 4. Robert Berdyck (Hon).
500 JR: 1. John Tookey (Kaw); 2. Todney Weesner (KTM).
500 INT: 1. Colin Couto (Kaw); 2. Todd Freistat (Hon); 3. Mike Seeley (Hus); 4. Robert Failing (Hon).
250 PRO: 1. Tony Amaradio (Yam); 2. Mike Dunlap (Yam); 3. Jim Chamberlain (Hon).
25-29 BEG: 1. Jim Williams (Kaw); 2. Chris Reilly (Yam); 3. Chris Mangen (Hon); 4. Becky Kukla (Kaw); 5. Vincent Rieger (Hon).
25-29 JR: 1. Scott Highland (Suz); 2. Ron Burrows (Suz); 3. John Gough (Kaw); 4. Gary Deforest (Hon); 5. Dave Burgess (Hon).
VET BEG: 1. Bob Swien (Kaw); 2. John Grady (Hon); 3. Tom Brinegar (Hon); 4. Steve Amoroso (Hon); 5. Tim Williams (Kaw).
VET JR: 1. Jeff Gray (Hon); 2. Richard Lundgren (Suz); 3. Aldon Colby (Hon); 4. Bryan Stoughton (Kaw); 5. Bill Wingerning (Yam).
VET INT: 1. Chris Perez (KTM); 2. Michel Landegent (Hon); 3. Ken Wilson (Hon); 4. Rudy Sevilla (Suz).
VET EX: 1. Lee Bacon (Suz); 2. Michel Landegent (Hon); 3. Robert Failing (Hon); 4. Jim Beaty (Hon): 5. Doug Schweizer (KTM).
VET PRO: 1. Micheal Tripes (Kaw); 2. Vincent Deluca (Hon); 3. Rob Wilshire (ATK); 4. Jim Odle (Hon).
BOMBER: 1. Robert Failing (Hon); 2. Tom Flynn (Yam); 3. Lee Holth (Suz).
OT JR: 1. Chuck Caston (Hon): 2. Robert Berdyck (Hon); 3. Ira Meiberger (Yam); 5. Chris Tuttobene (Hon).
OT INT: 1. Tom Eberly (Hon); 2. Bill Malone (Hon); 3. Clive Cheffins (Kaw).
OT EX: 1. Nick Costello (Hon); 2. Gene Phelps (Suz); 3. Lee Amaradio (Yam); 4. Steve Bussell (Hon).

Holland hot at Chowchilla MX

By Tom Prichard

CHOWCHILLA, CA, NOV. 3
Rusty Holland scored the overall victory in the 250cc Pro class on a challenging and demanding supercross-style race track at the Chowchilla Fairgrounds, during the GFI North Fall Series.

When the first moto left the line it was Holland who grabbed the holeshot. Jon Nelson followed in second with Ricky Lutz in third. Nelson soon applied pressure to Holland, who was leading for the first time in a Pro moto. For the first three laps Holland was able to hold off the charges of Nelson, but on lap four Nelson squeezed by for the lead. Lutz also passed Holland a few turns later, but within two laps Holland again was in second.

On lap six, Holland fought his way around Nelson and re-took the lead. Nelson faded back after the pass and on the last lap Duane Benner had finally moved himself into second after passing nearly half the field. Benner then moved in on Holland and forced his way past and into first. Holland tried to retaliate in the last turn, but came up half a bike length short at the checkered flag. Lutz finished third with Nelson and Jon Nicolaus rounding out the top five.

At the start of moto two, Nelson pushed Holland to the outside of the first turn, allowing John Stark and Lutz to also get by. Within two laps Holland moved into second, but by this time Nelson had managed to open up a six-second lead. Benner was on the move and pulled into third by the halfway point. Benner closed on second-place Holland, and for the next four laps Holland and Benner circled the track separated by no more than three bike lengths. Their battle carried them closer to Nelson, and as the white flag came out for the final lap the top three were separated by only two seconds. Holland knew that all he needed to do to take the overall was to stay ahead of Benner, and that's exactly what he did. At the checkered flag the order was Nelson in first, Holland in second for the overall victory, Benner third, Nicholaus moved up to take fourth, and Ron Allen was in fifth.

Results

50 STK A: 1. Kellen Chadwick (Yam); 2. David Mowery (Yam); 3. Erik Siegler (Yam); 4. Trevor Wilder (Yam); 5. Cory Harrington (Yam).
50 STK B: 1. Kyle Harrington (Kaw).
50 MOD: 1. Christopher Loredo (Yam); 2. Jason Waite (Yam).
60 BEG: 1. Bobby Bonds (Kaw); 2. J.J. Cummings (Kaw); 3. Christopher Truglio (Kaw); 4. Brian Buckreus (Kaw); 5. David Boothe (Hon).
60 NOV: 1. Robert Blake (Kaw).
80 BEG D-1: 1. Jess Medley (Suz); 2. Nick Nolte (Suz); 3. David Sherrow (Suz); 4. Josh Fisher (Suz); 5. Jeff Northrop (Suz).
80 BEG D-2: 1. Keith Lawton (Hon); 2. Jason Bowden (Kaw); 3. Jerrad Fisher (Suz); 4. Shawn Zazo (Kaw); 5. Jason Turner (Suz).
80 NOV: 1. Marc Henderson (Suz); 2. Dennis Springs (Kaw); 3. Charles Tracy (Suz); 4. Craig Truglio (Suz); 5. Michael Gonzales (Suz).
80 INT: 1. Jeff Baldwin (Kaw); 2. Nathan Woods (Kaw).
80 EX: 1. Casey Johnson (Kaw); 2. John Leddy (Suz).
125 BEG D-1: 1. Steve Kyramarios (Yam); 2. Edward Piercy (Yam); 3. Jeremy Zipton (Kaw); 4. Brian Roberts (Yam); 5. Craig Humphrey (Suz).
125 BEG D-2: 1. Jon Lauzon (Hon); 2. Ben Vitale (Yam); 3. Mike Applegate (Hon); 4. Duane Bonini (Kaw); 5. Craig Morrison (Hon).
125 NOV: 1. Jimmy Scott (Hon); 2. Aaron Cantrell (Hon); 3. Johnny Chavez (Yam); 4. Donovan Placencia (Yam); 5. Corie Flickinger (Suz).
125 INT: 1. Jeffrey Brownlee (Suz); 2. Josh Boykin (Hon); 3. Stan Finney (Kaw); 4. Greg Allen (Kaw); 5. Keith Mayes (Kaw).
125 PRO: 1. Danny Paladino (Kaw); 2. Rusty Holland (Suz); 3. Duane Benner (Yam).
250 BEG D-1: 1. Tom Gonzales (Suz); 2. Joseph Marpis (Yam); 3. Anthony Leimas (Hon); 4. Scott Thompson (Yam); 5. Darin Miller (Hon).
250 BEG D-2: 1. George Kosovilka (Kaw); 2. Scott Mesple (Yam); 3. Don Mendenhall (Suz); 4. Craig Humphrey (Suz); 5. Brance Taschler (Suz).
250 NOV: 1. Chuck Bradshaw (Hon); 2. Kenny Maddux (Yam); 3. Geoff Woods (Kaw); 4. Gary Taylor (Kaw); 5. Mark Terron (Hon).
250 INT: 1. Jeffrey Brownlee (Suz); 2. Keith Mayes (Kaw); 3. Don Knapp (Suz).
250 PRO: 1. Rusty Holland (Suz); 2. Duane Benner (Yam); 3. Jon Nelson (Yam); 4. Jon Nicolaus (Hon); 5. Ricky Lutz (KTM).
500 BEG: 1. Randy Medley (Kaw); 2. Aaron Mattson (Kaw); 3. Pete Pearson (Kaw); 4. Earl Pearson (Kaw); 5. Mike Oberle (Kaw).
500 NOV: 1. Willie Artau (Hon); 2. Blayne Hollenbeck (Hon); 3. David Dyc (Hon).
500 INT: 1. Rick Hollenbeck (Hon); 2. Dave Matteson (Hon).
500 PRO: 1. Ricky Lutz (KTM).
25-29 BEG: 1. Steve Kyramarios (Yam); 2. Aaron Mattson (Kaw); 3. Chris Carpenter (Kaw); 4. Randy Medley (Kaw); 5. Dan Mendenhall (Suz).
25-29 NOV: 1. Steve Matlock (Yam); 2. Alex Chellew (Yam); 3. Anthony Alves (Hon); 4. Ryan Menke (Suz); 5. John Fiorentino (Kaw).
25-29 INT: 1. Roi Holster (Hon); 2. Skip Guinn (Kaw); 3. Dave Matheson (Hon).
VET NOV: 1. Steve Matlock (Yam); 2. Willie Artau (Hon); 3. Richard Tiago (Hon); 4. Alex Chellew (Yam); 5. Richard Wilson (Hon).
VET INT: 1. Terry Huffer (ATK); 2. Jerry Caton (Hon); 3. Tim Alarcon (Yam); 4. Jerry Wohlgemuth (Hon); 5. Gary Doggett (Hon).
VET PRO: 1. Jon Ellis (Hon); 2. Randy Chapman (Suz); 3. John Dauth (Hon).
OT NOV: 1. Brian Merchant (Hon); 2. Tom Stratton (Suz); 3. Pat Graham (Hon); 4. Russ Paden (Suz); 5. Charles Ruiz (Hon).
OT INT: 1. Bob Rivenbark (Hon); 2. Tim Colvert (Hon).
OT EX: 1. Jerry Caton (Hon); 2. Gary Doggett (Hon); 3. Wes Broby (Kaw).

Manley mauls Perris Motocross

By Tony Alessi

PERRIS, CA, NOV. 9
Brian Manley ended up with the Pro class victory at Perris Raceway's GFI Super Saturday Motocross.

Mike Beier led the opening laps of the first moto while Willie Surratt, Manley and Phil Lawrence sorted themselves out inside the top five. Manley passed Surratt for second then fell down in a turn and Lawrence pushed his 125cc Suzuki into third.

Halfway into the moto, Beier began to show signs of fatigue and Lawrence passed Surratt for second. Lawrence then reeled in and passed Beier for the lead while Surratt followed him into second. Surratt used the power of his 250cc Honda to shoot by Lawrence for the lead, which he maintained to the finish. Manley charged near the end of the race and passed Lawrence on the final lap to claim second. Lawrence was third ahead of Beier and Gary Semics.

Anthony Amaradio led the opening lap of moto two as Manley, Surratt, Lawrence and Beier filed in behind. On lap two Manley and Surratt moved to first and second, respectively, as Amaradio dropped off the pace to an eventual eighth-place finish. Surratt stayed close to Manley early in the moto but Manley later pulled away to a 10-second win.

Results

50 FIRST TIMER: 1. Shay Weaver (Yam); 2. Nicholas Lopez (Yam); 3. Michael Hale (Hon); 4. Lynsey Tilton (Yam); 5. Kevin Folgheraiter (Yam).
50 STK D-1: 1. Davey Freeman (Yam).
50 STK D-2: 1. Steve Gonzalez (Yam); 2. Joey Christy (Yam); 3. Caleb Woodard (Yam); 4. David Speight (Yam).
50 MOD: 1. Robert Harold (Yam); 2. Davey Freeman (Yam); 3. Steve Gonzalez (Yam); 4. Vincent Blair (Kaw); 5. Joey Christy (Yam).
60 (0-8): 1. Danny Wilson (Kaw); 2. Alonzo Williams (Kaw); 3. Vance Freeman (Kaw).
60 (9-11): 1. Jonathon Shimp (Kaw); 2. Sean Hamblin (Kaw); 3. Daniel Blair (Kaw); 4. Bryan McGavran (Kaw); 5. Billy Payne (Kaw).
80 BEG: 1. T.J. Dickerson (Kaw); 2. Toby Lopez (Yam); 3. Sean Hamblin (Kaw); 4. Andrea Webb (Suz); 5. Jason Abbott (Yam).
80 NOV: 1. Jiri Dostal (Suz); 2. Tim Tilton (Suz); 3. Danny Carlson (Kaw); 4. David Eychaner (Suz); 5. John Hall (Suz).
80 INT: 1. Travis Preston (Hon).
BIG WHL: 1. Jason Paplin (Kaw).
125 BEG: 1. Gary Noble (Yam); 2. Robert Lilly (Kaw); 3. Paul Bria (Kaw); 4. Tom Vasin (Kaw); 5. Josh Amaradio (Kaw).
125 NOV: 1. Tim Olson (Suz); 2. Sal Ugarte (Yam); 3. Todd Gould (Suz); 4. Dave Ferrier (Kaw); 5. Tony Alessi (Suz).
125 INT: 1. Mike Metzger (Suz); 2. Donald Upton (Hon); 3. Joe Tuttobene (Suz); 4. Ty Kady (Kaw); 5. Grant Gaspar (Suz).
250 BEG: 1. Derek Gainer (Kaw); 2. Robert Lilly (Suz); 3. Bret Milan (Kaw); 4. Ryan Carroll (Hon); 5. Mark Sandzimmer (Hon).
250 NOV: 1. Mike Little; 2. Eric Martin (Hon); 3. C.T. Falk (Yam); 4. Mike Sohrt (Suz); 5. Chris Bergstrom (Yam).
250 INT: 1. Ulf Johansson (Hon); 2. Jeff Lamson (Yam); 3. John Anderson (Yam).
250 PRO: 1. Brian Manley (Hon); 2. Willie Surratt (Hon); 3. Phil Lawrence (Suz); 4. Mike Beier (Hon); 5. Gary Semics (Hon).
500 BEG: 1. Brandon Hobb (Hon); 2. Jim Smith (Hon); 3. Brian Jirsa (Hon); 4. Mike Borger (Hon).
500 NOV: 1. Phil Gould (Kaw); 2. Troy McFarland (Hon); 3. Bobby Navarro (Hon).
500 INT: 1. Kelly Pichel (Kaw); 2. Brett Stubbs (Kaw).
+25 BEG: 1. Johnny Bonacci (Suz); 2. Rusty Montgomery (Yam); 3. Ron Seaman (Hon); 4. Tim Williams (Kaw); 5. Chris Decannett (Suz).
+25 NOV: 1. Jeff Versluys (Kaw); 2. Darren Elliott (Hon); 3. Darrell Statham (Hus); 4. Chris Hughey (Kaw); 5. Nate Otto (Hon).
+25 INT: 1. Tony Spear; 2. Steve Piattoni (Suz); 3. Eric Beingesser (Yam); 4. Mercedes Gonzalez (Suz).
+30 NOV: 1. Jim Speight (Kaw); 2. Mike Marion (Hon); 3. Pete Vetrano (Kaw); 4. Greg Pagan (Hon); 5. Bill Reimer (Kaw).
+30 INT: 1. George Wallace (Yam); 2. Greg Fountain (Yam); 3. Scott Bell (Hon); 4. Rick Grant (Hon); 4. Don Wallingsford (Kaw).
VET PRO: 1. Gary Semics (Hon); 2. Brent Wallingsford (Kaw).
OT NOV: 1. Karl Scanlan (Yam); 2. Bruce Cornell (Kaw).
OT INT: 1. Greg Preston (Hon); 2. Larry Popp (Hon).
OT EX: 1. Jody Weisel (Suz); 2. George Kohler (Kaw); 3. Alan Olson (Hon); 4. Ray Pisarski (Hon); 5. Rusty Spencer (Yam).

Roeseler runs down Hare at Best of the West H&H

By Bill Perkins

JOHNSON VALLEY, CA, OCT. 27
In a pre-baja 1000 tuneup, Larry Roeseler came out and smoked the regulars at the 100s M.C. Best of the West Championship Hare and Hound, held in Johnson Valley.

Four hours of rain on Saturday night and a strong, cold wind made for great racing weather, and 338 riders came out to try to catch the Hare.

The Hare was 125cc National Hare & Hound Champion Jeff Capt, who was able to keep his 10-minute head start at the end of the first loop. At the head of the pack on the loop was Ted Hunnicutt and Larry Roeseler who took turns leading.

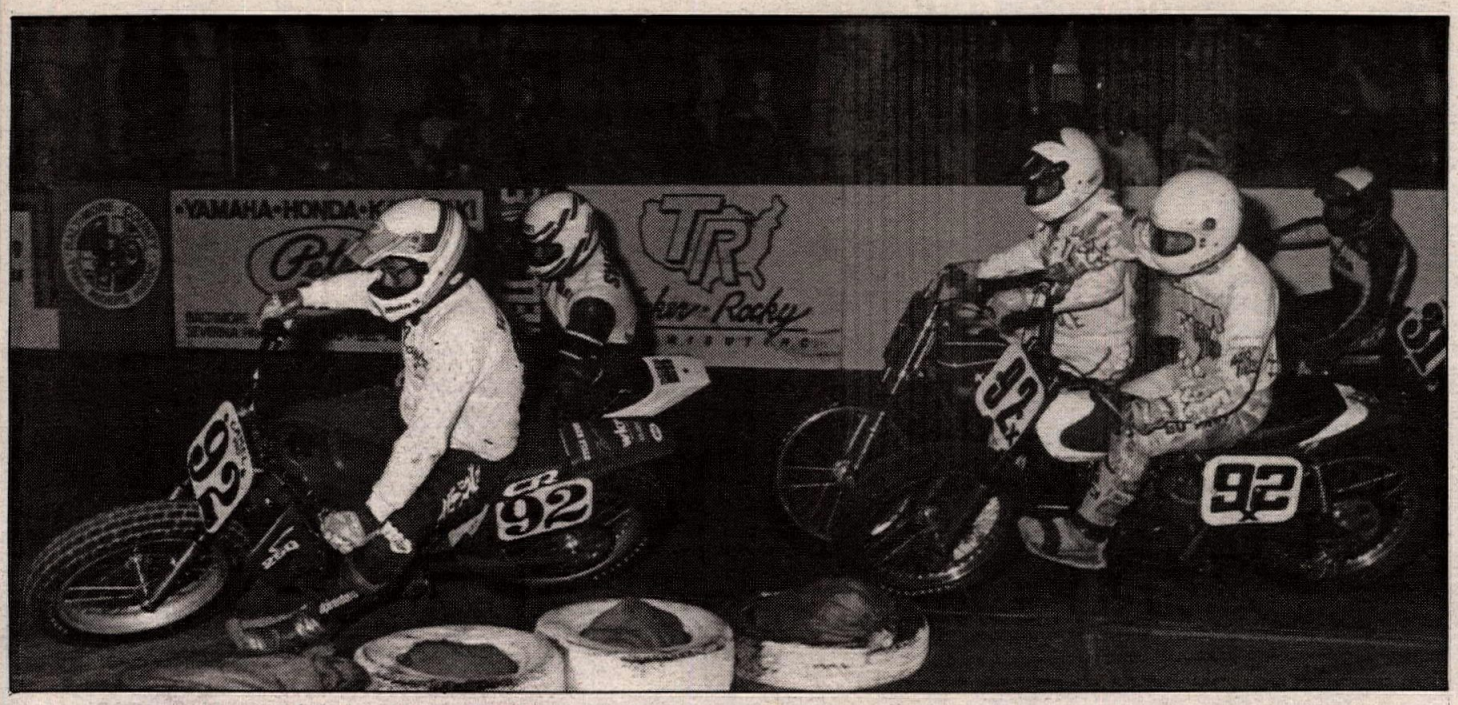
In the first 10 miles of the technical-second loop, Roeseler pulled a five minute lead on Hunnicutt and slashed the Hare's lead to four minutes. As the race progressed, Capt's 125 was slowly being reeled in by Roeseler's 500. Finally, within two miles of the finish, Roeseler caught and passed Capt.

Hunnicutt continued his pace to finish second overall, followed closely by KTM's Jimmy Lewis, who was first 250cc. Fourth overall went to Honda's Chuck Miller, and at fifth overall and second 250cc was ATK's John Rudder.

The first Intermediate was Chris Stewart, and first Novice was Ted Stewig.

Results

OPEN EX: 1. Larry Roeseler (Kaw); 2. Ted Hunnicutt (Kaw); 3. Paul Krause (Kaw).
250 EX: 1. Jimmy Lewis (KTM); 2. John Rudder (ATK); 3. Steve Cole (Kaw).
125 EX: 1. James Summers (Hus); 2. Brian Davis (Yam); 3. Darren Rivers (Yam).
VET OPEN EX: 1. Chuck Miller (Hon); 2. Gary Dudley (Hon); 3. Ron Bragdon (Kaw).
VET 250 EX: 1. Brett Howell (Kaw); 2. Dave Byrd (Yam); 3. David Graham (Yam).
OPEN INT: 1. Geoff Sanborn (Hon); 2. John Meissner (Kaw); 3. Dave Warren (Hon).
250 INT: 1. Chris Stewart (Kaw); 2. Eric Hanks (Yam); 3. Don Barker (Kaw).



Taylor White (92) muscled his way around the Timonium indoor short track to score the 250cc Pro class win.

125 INT: 1. Duane Dalton (Yam); 2. Ryan Dean (Yam).
VET OPEN INT: 1. Barry Myers (KTM); 2. Rick Roelle (KTM); 3. Mike Mariscal (Hon).
VET 250 INT: 1. Mark Haugen (Kaw); 2. Chris Kallen (Yam); 3. Greg McLaughlin (Kaw).
OPEN NOV: 1. Mike Hood (KTM); 2. Devin Carson (KTM); 3. Steve Williams (Hon).
250 NOV: 1. Ted Stewig (Hon); 2. Greg Cook (Hon); 3. Quinn Cody (Hon).
VET OPEN NOV: 1. Mike DesPres (Kaw); 2. Ron Evans (Yam); 3. Earle Kellett (Hon).
VET 250 NOV: 1. Fred Tuttle (KTM); 2. Dave Fritsch (Yam); 3. Dave Wooten (Yam).

Fredette sloshes to Turkey Creek Enduro win

By Jan Warner

NEW PARIS, IN, OCT. 27

Jeff Fredette topped 163 other riders that showed up for the AMA District 14 and 15-sanctioned enduro held in New Paris, despite the three days of heavy rain that preceded it. The event was also the final round of the Great Lakes Enduro Series.

"It (course condition) wasn't as bad as I thought it would be," said Team Green's Fredette.

Riders' M.C., who has hosted the event for over 20 years, has a reputation for keeping the riders honest with many checks. Again this year, the reputation was sustained with 13 timed checks and five o.b.'s. Most of the competitors refrained from entering the wood lots hot; those who didn't were "burned." Jeff Fredette was not one of those riders.

Fredette, who has captured the overall award six times in the last 10 years, dropped 14 points for a convincing win. AA rider Kevin Vollmar, tallied a score of 23 to nail second place. He was followed by Brian Lohman with 26, and overall A rider, Steve Narel. Narel dropped 27 points. Rounding out the top five was Patrick Waldie with 31 points.

The 200cc A class winner was Steve Vollmar, who just missed being in the top five by posting a 32. Overall B honors went to Billy Froman, whose score of 34 was good for seventh overall as well.

Top class finishers were given laser-engraved, wood plaques and class winners received frozen turkeys as well.

Results

O/A: 1. Jeff Fredette (Kaw); 2. Kevin Vollmar (Suz); 3. Brian Lohman (KTM); 4. Steve Narel (Hon); 5. Patrick Waldie (Kaw).
AA: 1. Jeff Fredette (Kaw); 2. Kevin Vollmar (Suz); 3. Brian Lohman (KTM); 4. Patrick Waldie (Kaw); 5. Kenneth Brown (Kaw).
200 A: 1. Steve Vollmar (Kaw); 2. Brian Terry (Kaw); 3. Steve Proctor (Kaw); 4. Michael Garvey (Kaw); 5. Aaron Barth (KTM).
250 A: 1. Steve Narel (Yam); 2. Ron Scharphorn (KTM); 3. Robert Roy (Yam); 4. Eric Darmon (Suz); 5. Lynn Lohman (KTM).
OPEN A: 1. Dirk Ensley (KTM); 2. Steve Comer (Hon); 3. Jeff Kirkwood (KTM); 4. Rodney Brown (KTM); 5. Brett Parks (KTM).
4-STRK A: 1. Patrick Flynn (Hon); 2. Chris Curry (Suz); 3. Douglas Hodge (Hon).
VET A: 1. Ron Sampson (KTM); 2. Ken Johnson (KTM); 3. John Rydquist (Suz); 4. P. Motzenbecker (KTM); 5. Todd Snider (KTM).
SR A: 1. Robert Vollmar (Suz); 2. Steve Smigiel (KTM); 3. Frank Phillips (Kaw); 4. Terry Flynn (Hon); 5. Dennis Gale (KTM).
S/SR A: 1. Roy Garrett (Hon); 2. Charley Alber (Hon); 3. Carl Scharphorn (KTM); 4. Harold Hall (KTM); 5. Ron Sape (KTM).
125 B: 1. Jack Barnett (KTM); 2. Clint Southworth (KTM); 3. William Morrison (KTM); 4. Norman Scherer (Yam).
200 B: 1. Damon Harrell (Kaw); 2. Jason Flynn (Kaw); 3. Doug Fisher (Kaw); 4. Steve Scherer (Kaw); 5. Aaron Morris (Yam).
250 B: 1. Billy Froman (Hon); 2. James Royce (KTM); 3. George Kelly (Suz); 4. Jeff Martin (Suz); 5. Brian Erwin (Suz).
OPEN B: 1. Brett McCoy (Hon); 2. Douglas Layman (KTM); 3. Tom Brown (KTM); 4. Eric Rahe (KTM); 5. Dan Droppleman (KTM).
4-STRK B: 1. Jon Funkhouser (Hon); 2. Kenneth Eby (Hon); 3. Kelvin Thomas (KTM); 4. Jeffery Bailey (Suz); 5. Louis Gerencer (Hon).
VET B: 1. Tom Densmore (Suz); 2. Jerry Vanderhoff (Hus); 3. Steve Bullerdick (KTM).
SR B: 1. Edward Reimer (Kaw); 2. Chuck Woods (KTM); 3. James McVicar (Kaw); 4. James Stukenborg (Kaw); 5. Samuel Boullion (Kaw).
S/SR B: 1. Per Lillemoen (Suz); 2. Donald Chisholm (Hon); 3. Ted Del Solar (Pen); 4. Joseph Kenty (KTM).
C: 1. Brian McCarthy (Hon); 2. Jeffery Evans (KTM); 3. Anthony Heath (Kaw); 4. Fred Briggs (Kaw); 5. Kim Mahncke (Yam).

Hacker, Winsett repeat at Timonium Short Track

By Len Breech

TIMONIUM, MD, NOV. 2

Mike Hacker and Ricky Winsett were the lone repeat winners at round two of the Cockeysville Optimist Club and Baltimore County Trail Riders-hosted five-race indoor short track series. In addition to Winsett's repeat win in the 80cc class and Hacker's in the 125cc class, the same riders followed both of them across the line. Mike McKee finished behind Winsett, and Todd Stith trailed almost half a lap behind Hacker.

McKee stole the lead from Ricky Winsett and John Winsett in the 80cc final but while avoiding a downed rider on the second lap, Ricky Winsett slipped into the lead and pulled away. McKee and John Winsett stayed close, until Winsett fell on the 10th lap, giving McKee an easy second.

Hacker was given a break in the 125cc final when Todd Stith and John Sulewski were sent to the penalty line. Hacker nabbed the lead ahead of Scott Williams, Chris Hathaway, Sulewski and Stith. Williams, Sulewski and Brett Freidel started taking turns knocking each other off the groove, while Stith slipped into second on the sixth lap, but couldn't catch Hacker's Dorsey Builders/M.L. Lynch Transportation-sponsored Honda.

Two of last week's winners worked hard just to finish second this week. Todd Hurst took advantage of an opening lap crash to finish a distant second to defending 250cc champion Taylor White, and Joe White got caught getting a better than usual start in the 360cc final and started from the penalty line. He worked his way up to second, over half a lap behind winner Charles Majeski.

The 250cc Pro class had a feeling of deja vu as the same three riders that ran the top three for most of last week's race again split from the pack. This time, Tom Majeski kept Robert Miller closer and took him out on the sixth lap, only to suffer mechanical problems and hand Georgie Price the win.

Scott Morrison grabbed the lead from Corey Hormes and Jake Johnson at the start of the 50cc final. Both Hormes and Johnson got by Morrison coming off the fourth turn on the third lap, while Johnson took the lead on the sixth lap. Hormes fell the next lap, and was lapped by Johnson before he got moving again. With Hormes a lap down, Johnson proceeded to lap the entire field on route to victory.

Taylor White grabbed the lead at the start of the 250cc final and managed to keep his Lynch Transportation/White Construction-sponsored Honda on two wheels. White really got a boost when a three rider crash happened right behind him, causing several riders to briefly slow down. Jim Thomas and Hurst battled over second several lengths behind the disappearing White. David Reeves got involved with the Thomas/Hurst battle although he was a lap down. With two laps to go, Reeves slipped under Thomas on the straight and clipped his front tire as they crossed the line, sending Thomas down, giving Hurst second place.

Results

50: 1. Jake Johnson (Hon); 2. Scott Morrison (Yam); 3. Jimmy Owens (Yam); 4. Corey Hormes (Yam); 5. Randy Donner (Yam).
80: 1. Ricky Winsett (Suz); 2. Mike McKee (Kaw); 3. John Nickens (Suz); 4. John Winsett (Suz); 5. Chris Dowell (Yam).
125: 1. Mike Hacker (Hon); 2. Todd Stith (Hon); 3. John Sulewski (Kaw); 4. Paul Lynch (Hon); 5. Chris Hathaway (Hon).
250: 1. Taylor White (Hon); 2. Todd Hurst (Yam); 3. Mike Mester (Yam); 4. Roger Denmyer (Yam); 5. David Reeves (Kaw).
360: 1. Charles Majeski (Bul); 2. Joe White (H-D); 3. Clarence Bull (Hon); 4. Tony Parris (Hon); 5. David Bull (Yam).
250 PRO; 1. Georgie Price (Yam); 2. Bob Sweeten (Kaw); 3. Richard Reeves (Kaw); 4. Mike Varnes (Suz); 5. Kevin Varnes (Yam).

Lewis sweeps Hanford SX

By Nuklear Neukam

HANFORD, CA, NOV. 3

Noleen Racing's Kyle Lewis swept the competition at the HSY Promotions Hanford Super Challenge Supercross, held at the Kings Speedway. Lewis stormed through all of his preliminary races and captured the wins in both the 125 and 250cc Pro main events to score the lion's share of the $10,000 purse.

Chris Young and Lewis scored the 125cc heat race wins, and had the first choices of starting positions at the start of the 15-lap main.

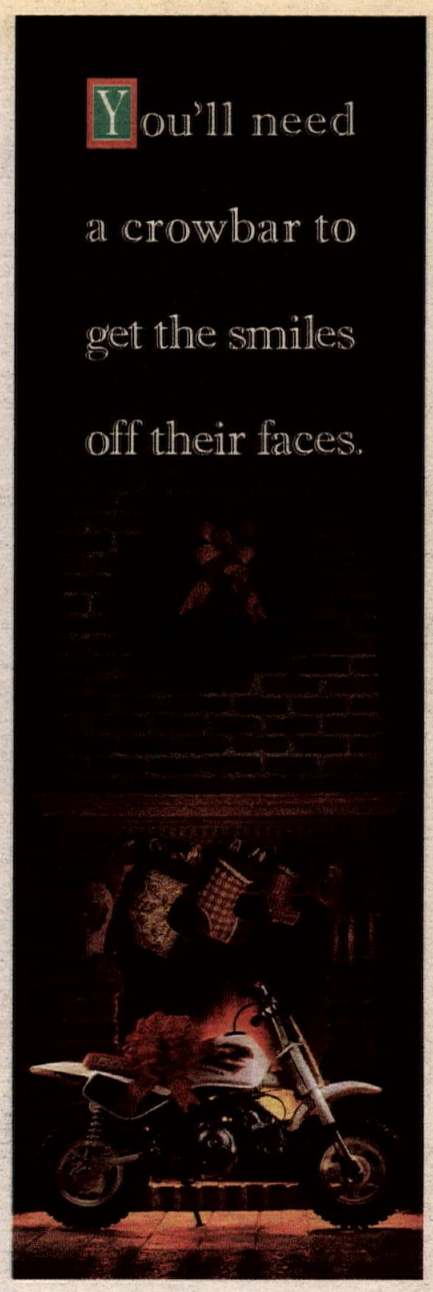
Tommy Clowers blasted off the line with Pat Gomm, Randy Moody and Greg Tierheimer in hot pursuit. Lewis gated seventh, but methodically picked off riders with each lap. Lewis closed to the rear of Clowers' Kawasaki and waited for an opening. On lap 10, Lewis squeezed by, only to have Clowers force his way back into the lead. Lewis would not be denied, however, and stormed past for good a few turns later. Clowers held on for second, ahead of Bubba Erickson, Scott Myers and Moody.

Michael Craig and Lewis smoked through the 250cc heat races, but it was Jeffrey Pestana who had the quickest clutch hand at the start of the main. Moody, Lewis and Craig followed only inches behind. Moody stormed into the lead on lap four, but Lewis and Craig bounced past on the next lap.

Once into the top two positions, Lewis and Craig engaged in a battle royale. The two riders were never separated by more than a bike length, as Craig tried every trick in the book to get past Lewis. Lewis held his lines, though, and scored his second win of the night. Craig was forced to settle for second, ahead of Moody and Young. CN

Results

125 PRO HEAT 1: 1. Chris Young (Suz); 2. Damon Huffman (Kaw); 3. Spud Walters (Kaw); 4. Scooter McElroy (Suz); 5. Randy Moody (Hon).
125 PRO HEAT 2: 1. Kyle Lewis (Yam); 2. Pat Bennett (Hon); 3. Ray Crumb (Kaw); 4. Scott Myers (Kaw); 5. Bubba Erickson (Suz).
125 PRO SEMI: 1. Pat Gomm (Hon); 2. Jeff Pestana (Suz); 3. Greg Tirheimer (Suz); 4. Rusty Holland (Suz); 5. Shane Esposito (Kaw).
125 PRO: 1. Kyle Lewis (Yam); 2. Tommy Clowers (Kaw); 3. Bubba Erickson (Suz); 4. Scott Myers (Kaw); 5. Randy Moody (Hon).
250 PRO HEAT 1: 1. Michael Craig (Kaw); 2. Spud Walters (Kaw); 3. Greg Tirheimer (Suz); 4. Lowell Thomson (Yam); 5. Chris Young (Suz).
250 PRO HEAT 2: 1. Kyle Lewis (Yam); 2. Ray Crumb (Kaw); 3. Jeff Pestana (Suz); 4. Jim Holley (Yam); 5. Pat Bennett (Hon).
250 PRO SEMI: 1. Trevor Meagher (Suz); 2. Aaron Martin (Kaw); 3. Bubba Erickson (Suz); 4. Shigee Nishimura (Suz); 5. Shawn Wynn (Suz).
250 PRO: 1. Kyle Lewis (Yam); 2. Michael Craig (Kaw); 3. Randy Moody (Hon); 4. Chris Young (Suz); 5. Ray Crumb (Kaw).
P/W EXHIB: 1. Shane Bess (Yam); 2. Justin White (Yam); 3. Ben Saville (Yam); 4. Tyson Davis (Yam); 5. J.J. Whipple (Yam).



Unrestrained laughter. Hooting and hollering. Even dimples. They come standard with every pint-sized Honda this holiday season. But not just for the little ones. For you. When you see the cozy deals and financing* available on shiny, new Honda motorcycles. So have a Merry Christmas. And if this isn't the happiest new year they've ever had, fine. Keep the bike. Return the kids.

HONDA
Come ride with us.

ALWAYS WEAR A HELMET, EYE PROTECTION, PROTECTIVE CLOTHING, AND PLEASE RESPECT THE ENVIRONMENT. Specifications and availability subject to change without notice. *Financing offered on selected models by American Honda Finance Corp. at participating dealers through Dec. 31, to qualified customers. ©1991 American Honda Motor Co. Inc. (12/91)

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A message from the Office of Highway Safety and Motor Vehicle Division of the Department of Transportation.

RESULTS

Dirt Track
Eastern NY Sports Committee Overall Season Final Standings
Binghampton, NY
Nov. 2
By Dave Rafferty

O/A
Justin Coolbeth
50
Cam Rafferty
Franky Keeley
Sean Heath
Tracy Edwards
Bill Warford
60
Aaron Creamer
Matt Murray
Kristen Edwards
80
Aaron Creamer
Garth Bastian
Harley Hadaway
Mike McKee
Matt Murray
125 AM
Morgan Coolbeth
Don McGirr
Jason Fuller
James Conklin
Aaron Creamer
250 AM
Justin Coolbeth
Richard Eisinger
Joe Demento
Morgan Coolbeth
Jason Fuller
OPEN AM
Justin Coolbeth
Richard Eisinger
Don McGirr
Joe Gould
Keith Chandler
250 EX
Roger Durkee
Ken Coolbeth
Jay Skidmore
Will Adams
Duane Veeder
OPEN EX
Roger Durkee
Ken Coolbeth
Duane Veeder
Jay Skidmore
Craig Estelle
SR A
Jay Skidmore
Norm Laviolette
Rob Bibbins
SR B
Joe Gould
Jim Miller
Bill Warford
Dann Griffinn
John Laviolette
SPTSMN
Ken Coolbeth
Scott Snoop
Rob Gette
Will Adams
Todd Hunter

Motocross
NESC
Middleboro, MA
Nov. 3

85 BEG
Henry Komosa Suz
Paul Maiville Kaw
Jeremy Hill Kaw
Pat Sullivan Suz
Rick Mooney Suz
85 JR
Chris Findley Suz
Richard Vrana Kaw
Adam Weiner Suz
Kevin Herrick Kaw
Keith Labonne Kaw
85 ADV
Gerry Lashway Kaw
Richard Rogers Suz
Pat Outericky Kaw
Adrian Colon Kaw
Chris Findley Suz
125 BEG
Eric Whitecotton Hon
Brian Page Kaw
Frank Killoran Suz
Sean Driscoll Kaw
Jason Kulas Hon
125 JR
Aaron Trahan Suz
Jason Lavalle Suz
Zak Keenan Hon
Eric Whitecotton Hon
Brian Page Kaw
125 ADV
Ed Lyons Suz
Damien Plotts Hon
Brian Gingras Kaw
Gerry Lashway Kaw
Chad Shepard Suz
125 NOV
Eric Madsen Hon
Mike Carreira Hon
Eric Lund Kaw
Marty Bumann Kaw
Peter Tanner KTM
250 NOV
Alan Maine Hon
Ed Corbeil Hon
Gerard Scotti Hon
Henry Dutton Yam
Greg Latina Hon
OPEN NOV
Ed Corbeil Hon
Greg Latina Hon
B. Lagerstronm Kaw
Pat Boland Hon
Peter Zavros Kaw
125 AM
John Barone Jr. Kaw
Dennis Bourque Hon
Tom Barnes Suz
Jeff Carmignani Kaw
Chris Harris Suz
200+ AM
Tom Pierce Kaw
John Derocher Kaw
Marc Paulhus Hon
Bill Belmore Kaw
Chris McNamara KTM
125 EX
Tony Lorusso Yam
Mike Treadwell Suz
Scott Carter Suz
Pat Barton Suz
Wally Silva Hon
200+ EX
Kurt McMillen Hon
Mike Treadwell Suz
Bill Dzielak Hon
Pat Barton Suz
Randy McCann Kaw
30+ VET/AM
Mark Wolverton Hon
Jack Weaver Yam
Bruce Howes Yam
Mark Hangos Suz
Tom Rickenbacker Yam
30+ VET/EX
Don Grahn Hon
Jim Meenan Suz
John Welch Hon
David Clemence KTM
Art Trahan KTM
30+ NOV
Jim Seery KTM
Mike Patten Suz
Eugene Zalkiewicz Kaw
Ralph Louitt Suz
Phil Wagner Hon
35+ SR/AM
Ed Longacre Yam
Jack Weaver Yam
Gary Mikalson Yam
Richard Pinard Suz
Lou Colon Kaw
35+ SR/EX
Don Grahn Hon
David Clemence KTM
Mark Malonson Hon
Joe Ferrini Yam
Bob Piche Yam
40+
Lou Colon Kaw
John Barone Sr. Hon
Bob Sterner Hon
Len Monroe Suz
Don Lachapelle Yam

Motocross
Mosier Valley MX
Euless, TX
Nov. 8
By Renee Cordray

250 NOV
Chris Safrit Suz
James Skinner Suz
Curtis Kirchmeier Yam
Alan Davis Kaw
250 BEG
Matt Lavender hon
Tommy Elmore Kaw
50
Logan Williams Yam
Melissa Franks Yam
Michael Wright Hon
125 OPEN
Chris Daubitz Kaw
Ty Coursey Kaw
Joey Pratt Suz
125 NOV
Chris Safrit Suz
Greg Rose Kaw
Stephen Nowak Hon
Geoff Jackson Hon
OVER 25
Dave Eilenberger Kaw
K.C. Kile Yam
Faustino Tineo Suz
Keith Thompson Suz
Anthony Crockett Suz
OVER 30
Lance Vickers Hon
OPEN NOV
Troy Strawn
80 BEG
Bruce Anderson Hon
Jesus Marquez Kaw
Donald Carter Yam
80 NOV
Charley Bogard Suz
60
Dusty Fountain Kaw
125 BEG
Kevin Mills Hon
K.C. Kile Yam
Nathan Smith Yam
Keith Thompson Suz
Michael Torano Yam
COMB INT
Charlie Barnett Suz
Matt Saba Yam
Mark McNeill Yam
Mike Dozier Yam
Joey Pratt Suz
COMB EX
Clay Hoenshell Suz
Jason Upshaw Suz
Jeff Schwirtz Hon
Todd Bates Suz

Motocross
NESC
Middleboro, MA
Nov. 10

85 BEG
Paul Maiville Suz
Pat Sullivan Suz
Ron Hill Kaw
Stephanie Perron Suz
Tory Rubner Kaw
85 JR
Chris Findley Suz
John Silvia Kaw
Keith Labonne Kaw
Adam Weiner Suz
Paul Mainville Suz
85 ADV
Pat Outericky Kaw
Gerry Lashway Kaw
Jim Brothers Kaw
Adrian Colon Kaw
Richard Rogers Suz
125 BEG
Brent Lacoste Hon
Peter Gervy Suz
Eric Whitecotton Kaw
Frank Killoran Suz
Seam Droscoll Suz
125 ADV
Damien Plotts Hon
Brian Gingras Kaw
Ryan Amiro Suz
Charles Shepard Suz
Mark Shea Hon
125 NOV
Peter Tanner KTM
Mike Carreira Hon
Mark Adams Yam
Chris Telesca Hon
Brian Brabant Hon
250 NOV
Dennis Harrington Suz
Steve Morairty Hon
Howard Gurn Hon
Rick Asermy Hus
Mike Carriera Suz
OPEN NOV
Al Lagerstrom Kaw
Dennis Harrington Suz
Mike Currier Suz
Howard Gurn Hon
Bob McNamara Hon
125 AM
Damien Plotts Hon
Chad Shepard Suz
Mike Perron Kaw
Chris Johnson Hon
Ryan Amiro Suz
200+ AM
Damien Plotts Hon
Kris McNamara KTM
Norman Hebert Kaw
Ed Gardner Kaw
Gary Fuoco Hon
125 EX
Tony Lorusso Yam
Kurt McMillen Hon
Bill Dzielak Hon
Pat Barton Suz
Randy McCann Kaw
200+ EX
Pat Barton Suz
David Antonucci Jr. Hon
Bill Dzielak Hon
Tony Lorusso Yam
Mike Treadwell Suz
30+ VET/AM
Mark Hangos Suz
Norm Hebert Kaw
John Becker Hon
Mark Wolverton Hon
Mark Bettencourt Suz
30+ VET/EX
Don Grahn Hon
John Welch Hon
Art Trahan KTM
David Clemence KTM
Richard Crooker KTM
30+ NOV
Joe Jay Kaw
Phil Wagner Hon
Jim Seery KTM
Eugene Zalkuwicz Kaw
David McGimpsey Suz
35+ SR/AM
Ed Longacre Yam
Gary Mikalson Yam
Jack Weaver Yam
Joe Kobos Hon
Joe Jay Kaw
35+ SR/EX
Don Grahn Hon
David Clemence KTM
Bob Piche Yam
Joe Ferrini Yam
Jim O'Donal Hon
40+
Lou Colon Kaw
Len Monred Suz
Don Lachapelle Yam
Tom Navarro Sr. Hon

Motocross
Final Point Standings
Fall Series
NESC
Greenfield, MA
Nov. 15

85 12-14
Pat Outericky 508
Gerry Lashway 459
Keith Labonne 365
Bryan Cournoyer 313
Jeremy Hill 221
Pat Sullivan 214
Rick Mooney 184
Chris Findley 168
Brad Belcher 104
Marc Decormier 94
85 BEG/JR
John Silvia 475
Ryan Heilman 352
Adam Weiner 309
Keith Labonne 283
Bryan Cournoyer 263
Stepanie Perron 244
Ian Price 170
Rick Mooney 170
Chris Findley 161
Jeremy Hill 159
85
Pat Outericky 474
Richard Rogers 435
Jason Boron 417
Gerry Lashway 410
Adrian Colon 295
John Silvia 281
Clint Rooney 271
Ryan Heilman 211
Adam Weiner 176
Keith Labonne 172
125 YTH
Ron Tipple 454
Brian Gingras 419
Mark Shea 340
Joe Russo 310
Larry Lashway 298
Mike Wilcox 297
Clint Rooney 226
Tom Giles 187
Richard Rogers 170
Glen Labbe 140
125 AM
Ron Tipple 475
Shad Wilson 465
Jeff Carmignani 400
Jim Sargent 311
Dennis Bourque 298
John Barone Jr. 282
Chris Johnson 185
Ken Germain 166
Chris Harris 161
Mike Bouchard 147
200+ AM
Mark Jurgilwicz 547
Tom Pierce 402
Bill Belmore 393
Tom Wood 359
John Derocher 330
Dean Onners 301
Marc Paulhus 276
Mike Walsh 264
Ed Gardner 246
Bill Clark 222
VET/AM
Mark Malonson Hon
Chris Knuth Hon
Jack Weaver Yam
Mike Walsh Kaw
Joe French Hon
John Becker Hon
Ron Vincent Yam
Jim Satryb Suz
Scott Lecour Hon
Mark Hangos Suz
VET
Joe Mikalson Hon
Jim Meenan Suz
David Clemence KTM
Richard Crooker KTM
Don Grahn Hon
Tim Thomson Yam
Rick Marshall Kaw
Mike Walsh Kaw
Mark Malonson Hon
Craig Seekins Suz
SR
David Clemence KTM
Ron Vincent Yam
Jack Weaver Yam
Gary Mikalson Yam
Don Grahn Hon
Jim Satryb Suz
Louis Pirotte Hon
John Barone Sr. Hon
Bob Swatik Kaw
Joe Ferrini Yam
40+
John Barone Sr. Hon
Bob Swatik Kaw
Louis Pirotte Hon
Don Lachapelle Yam
Lou Colon Kaw
Jim Mossman KTM
Clovis Goyette Yam
Tom Navarro Sr. Hon
Len Monroe Suz
Dennis Moran Hon
125 YTH BEG/JR
Kevin Bulk Yam
Matt Tremblay Kaw
Ryan Heilman Suz
Jason Fitzgerald Kaw
Zak Keenan Hon
Tom Giles Suz
Sean Driscoll Kaw
Aaron Trahan Suz
Debbie Lacoste Hon
Dennis Collier Hon
125 EX
Pat Barton Suz
Tony Lorusso Yam
Bill Dzielak Hon
Mike Treadwell Suz
Scott Carter Suz
Ted D'Onofrio Hon
Gary Lussier Suz
Brian Austin Suz
Wally Silva Hon
Paul Goyette Yam
200+
Mike Treadwell Suz
Pat Barton Suz
David Antonucci Hon
Bill Dzielak Hon
Tony Lorusso Yam
Ted Blackman KTM
Jim Boschen Kaw
Tom Dowd Yam
Pat Murphy Kaw
Joe Mikalson Hon

Hare Scrambles
Eagle Creek Pk.
Gardnersville, KY
Nov. 3
By Evelyn Darlington

O/A
Barry Howard Hon
125
Gary Smith KTM
Danny King Hon
200
Bill West ATK
Guy Stump ATK
David Heckman Kaw
250
Ron Kersey Yam
Mark Edwards Yam
John Fugit Kaw
Wayne McKiney Hon
Scott Nicholson Hon
OPEN
Chris Burke KTM
Kent Anness Hon
David Kidwell KTM
Chris Cohee Kaw
Dale Richie KTM
OPEN SR
Tom Farwell ATK
A.J. Spicer ATK
4-STRK
Chris Loos Yam
John Nixon Hon
Donald Combo Hon

Motocross
Barona Oaks Rcwy.
Ramona, CA
Nov. 3
By Dana Van Noordt

P/W STK
Chris Tocco Yam
James Berg Yam
John Hopkins Yam
Emitt Kling Itj
Steve Gonzalez Yam
P/W MOD
John Hopkins Yam
Scott Nelson Yam
Jay Santiago Yam
Dustin Brodwolf Yam
Steve Gonzalez Yam
JR CYC STK 0-8
John Hopkins Kaw
Eddie Frechette Kaw
Scott Nelson Kaw
Derek Berg Kaw
Corey Macomber Kaw
JR CYC STK 9-11
Scott Conley Kaw
Sean Hamblin Kaw
Bryan McGauran Kaw
Bobby Braupre Kaw
Geoff Rader Kaw
80 9-11 STK
Jiri Dostal Suz
Daniel Norman Suz
Scott Conley Suz
Bryan McGauran Kaw
Chris McNatt Suz
S/MINI
Jiri Dostal Suz
Dustin Nelson Suz
Tyler King Hon
Daniel Norman Suz
Josh Tarantino Suz
80 BEG
Jesse Hall Suz
Tim Beatty Suz
Abel Santana Suz
Cory Mortenson Kaw
Jodi Hollow Suz
80 NOV STK
Jon Raymond Suz
Tim Tilton Suz
Jonathan Wdowiak Suz
Daniel Estrada Suz
John Emerson Suz
80 EX-INT MOD
Tyler King Hon
Josh Tarantino Suz
Dustin Nelson Suz
125 BEG
Steve Clevenger Kaw
Daron Stidman Yam
Jason Hazard Kaw
Scott Rush Suz
Andy McDuffee Hon
125 NOV STK
Shawn Ellis Kaw
Mike Van Noordt Suz
Tyler Solleder Kaw
Daniel Nichols Yam
Wilson Nichols Yam
125 INT STK
Angelo Ingrande Kaw
Oscar Ancheta Kaw
Lars Larsson Yam
Jeff Tilton Suz
Tim Staufenbeil Hon
125 NOV MOD
Chris Tibbets Yam
Clint Warner Hon
Tyler Solleder Kaw
Jason McDermott Hon
Gary Herman Kaw
125 INT MOD
Tim Staufenbeil Hon
Donald Upton Hon
Mike Metzger Suz
250 NOV
Mike Metzger Suz
Lars Larsson Yam
Kory Byers Kaw
VET
Don Connelly Suz
Dale Andersen Hon
Lars Larsson Yam
Greg Rader Hon
Steve King Yam

Arenacross
Tennessee AX Series
Paris, TN
Oct. 26
By David Flowers

80
Jordon Moneymaker Suz
Paul James
Richard Lawrence Hon
Demarcco Guiden Hon
Jerred VanAcker Suz
125 BEG
Cory Forsythe Suz
Gary Eddings Suz
Chris Collins Suz
125 C
Jordon Moneymaker Suz
Keith Guiden Hon
Phillip Barker Hon
Quinn Cain Hon
Gary Crick Suz
125 B
Trey Phillips Yam
Danny Atkins Hon
Devin Banks Suz
Shane Berryhill Hon
250 C
Shawn Huguley Suz
Jim Gooch Suz
Grey Davidson Suz
Bonnie Ray Suz
250 B
Tony Herndon Suz
Ronnie Ray Suz
Brian Smith Yam
David Winstead Suz
Bobby Wilson Suz
SR
Tony Herndon Suz
Danny Atkins Hon
Bobby Wilson Suz
Ronnie Ray Suz
Marty Hutson Hon

Hare & Hound
1991 AMA Nat'l C'ship H&H Series
Final Point Standings

O/A
Danny Hamel 120
Garth Sweetland 92
Larry Roeseler 89
Jimmy Lewis 72
Don Griewe 70
Paul Krause 67
Paul Ostbo 65
Chris Crandall 65
Greg Searle 48
Ted Hunnicutt Jr. 46
86-125 A
Jeff Capt 120
Dana Vanstee 96
Edd Price 68
John Braasch Jr. 62
Steve Lundgreen 50
86-125 B
John Christiansen 97
Craig O'Connell 66
Bill Ricci 55
Dean Halverson 54
Ty Roberts 51
126-250 A
Jimmy Lewis 115
Greg Searle 85
John Rudder 67
Daniel Richardson 53
Steve O'Gren 52
126-250 B
Robert Surmon Jr. 68
Mike Searle 60
Mike Edmonds 51
Chance Maughan 46
Robert Ouzts 40
251-OPEN A
Danny Hamel 120
Garth Sweetland 97
Paul Krause 82
Larry Roeseler 66
Ron Naylor 48
251-OPEN B
Mike Whitcomb 68
Eric Searle 64
Jerry Schomann 60
Brett Hoffman 46
Neil Horton 43
S/SR A
Arthur More 120
Dennis Hausmann 93
Robert Hutchings 59
Alfred Guzman 51
Terry McDonald 42
VET O-OPEN A
Paul Ostbo 111
Chuck Miller 85
Grant Palenske 81
Kenneth Parry 80
Tom Bradshaw 46
VET O-OPEN B
Charles Canfield 68
Jeffrey Prince 62
Wayne Turner 52
Stuart Powell 51
James Brown 48
S/SR B
Robert O'Connell 115
Eugene Jasperson 39
SR O-OPEN A
William Maxim 120
Tom Holmes 73
Harold Brockelsby 53
Don Fuller 51
Thomas Ady 47
SR O-OPEN B
David Rockwell 100
Mike Wilson 90
Kerry Chartier 76
Thomas Stephens 76
Clarence Willis 57
LADIES O-OPEN
Christine O'Gren 105
Anna Merritt 90
Lillie Sweetland 37
Elaine Benton 30
4-STRK O-OPEN A
Don Griewe 115
Chris Crandall 110
Joel Ellis 74
Todd Peugh 67
Steven Holman 34
4-STRK O-OPEN B
Julio Reyes 36

Cross Country
Fryburg Sportsmen XC
Strobleton, PA
Nov. 3
By Kimba

OPEN
Charlie Huegel Yam
Tracy Warrington Hon
Steve Buchan Kaw
250
Bob Anderson Hon
Chris Schiffer Hon
Gary Powell Yam

Flat Track
Final Point Standings
MARS
Charlotte, NC
Nov. 12

O/A
Rusty Rogers 98
Will Davis 98
Steve Morehead 60
Steve Burkholder 56
Jeremy Lucy 55
Erik Graybeal 50
Robert Lewis 48
Terry Poovey 45
Larry Pegram 36
George Price 33
George Roeder 29
Geoff Clark 27
Rodney Farris 27
Dan Ingram 26
Ian Segedy 26
Michael Scott 24
Chance Darling 21
Brian Tillson 19
Dave Durrelle 18
Craig Estelle 16
Jess Roeder 16
Greg Simms 14
Ricky Graham 13
Jason Fletcher 13
James Hart 13
Randy Texter 13
Duane Veeder 13

Motocross
GNC
Top Texan Series
Burleson MX Pk
Burleson, TX
Nov. 10
By Kat Spann

50
Dusty Fountain Yam
Logan Williams Yam
Dustin Record Yam
Tanner Moore Yam
Melissa Franks Yam
60
Joshua Bridges Kaw
Jake Jones Kaw
Dusty Fountain Kaw
Jimmy Quick Kaw
Cody Brazier Kaw
80 BEG
Bruce Anderson Hon
Tommy Brock Suz
Casey Steele Kaw
Chad Trawick Suz
Mike Walsh Kaw
MINI JR 7-11
Jeff Young Kaw
Brandon Nichols Kaw
Chad Brummer Hon
Matthew Fleetwood Kaw
MINI SR 12-13
Charley Bogard Suz
Aaron Seldon Suz
Chris Cadieux Suz
Jason Eckhoff Kaw
Brandon Sanders Kaw
MINI SR 14-16
Jeff Smith Suz
80 OPEN
Charley Bogard Suz
Jeff Smith Suz
Brandon Sanders Kaw
Chris Piccola Kaw
Chris Cadieux Suz
125 BEG
Eddie Moderow Kaw
Joe Walker Suz
Matt Jordan Hon
Matt Laakso Kaw
Randy Gates Hon
125 NOV
Shawn Mardis Hon
Scotty Rice Kaw
Chris Safrit Suz
John Harding Hon
Travis Spann Suz
125 INT
Joey Pratt Suz
Brian Oestrick Hon
Chip Burrell Yam
Jason Narramore Yam
Deacon Jones Hon
125 EX
Jason Edwards Kaw
Jeff Talley Hon
125 OPEN
Joey Pratt Suz
Brian Oestrick Hon
Deacon James Hon
Matt Feil Suz
Mike Battaile Suz
250 OPEN
Ronny Huckabee Hon
Charlie Barnett Suz
Freeman Kirby Kaw
Cody Wilks Kaw
Mark Rush Suz
250 OPEN/BEG
Joe Walker Suz
Billy Stevens Hon
Darren Porter Hon
Robert Johnson Kaw
Scott Zahner Kaw
250 NOV
Ronnie Huckabee Hon
Rodger Barton Hon
Ray Hennings Yam
Freeman Kirby Kaw
Erick Ehrenberg Kaw
250 INT
Kyle Parks Hon
Alan Bell Hon
Jason Artinger Kaw
Chip Burrell Yam
Brian Colmer Hon
250 EX
Jason Edwards Kaw
Jeff Talley Hon
Mike Shirley Kaw
0/25 NOV
Chris Scoggins Hon
Russell Brown Kaw
Ray Jennings Yam
Tim Heller Hon
Jeff Case Hon
0/25 INT
Brian Colmer Hon
Todd Jones Hon
Jerry Hill Suz
Sean Knaack Hon
0/25 EX
Joey Hardin Kaw
Terry Dickey Hon
Alan Bell Hon
0/30 NOV
Darin DePrato Yam
James Trewick Suz
Bill Newkirk ATK
Clayton Potter Hon
Jeff Simanois Hon
0/30 INT
Rick Humphreys Hon
Tommy Pavelka Kaw
Sean Knaack Hon
Jerry Hill Suz
Mark Welker Yam
0/30 EX
Billy Smith Hon
Jim Vaughn Kaw
Darwin Huckabee Hon
0/40
Darwin Huckabee Hon
Chris Jones Kaw
Darrell Bishop Kaw
Glen Cribbs Hon
J. Quick Kaw
OPEN 500
Joey Hardin Kaw
Chris Scoggins Hon
Casey Baufield Kaw
Perry Reeder Hon
Todd Jones Hon

Send results of races ASAP after the event to: Results, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

1992 World C'ship Road Race Series

3/29	Suzuka, Japan
4/12	Phillip Island, Australia
4/26	Laguna Seca, CA, USA
5/10	Jerez, Spain
5/24	Mugello, Italy
5/31	Nurburgring, Germany
6/14	Salzburgring, Austria
6/28	Assen, Holland
7/5	Francorchamps, Belgium
7/19	Magny-Cours, France
8/2	Donington Park, Great Britian
8/9	Anderstorp, Sweden
8/23	Brno, Czechoslovakia
9/6	Interlagos, Brazil
9/27	Catalunya, Spain
10/11	Johor, Malaysia

1992 World C'ship Superbike Road Race Series

4/5	Albacete, Spain
4/19	Donington Park, Great Britian
5/3	Mugello, Italy
5/10	Hockenheim, Germany
5/24	Francorchamps, Belgium
6/14	Brainerd, MN, USA
6/28	Paul Ricard, France
7/12	Oesterreichring, Austria
8/9	Most, Czechoslovakia
8/23	Shah Alam, Malaysia
8/30	Sugo, Japan
9/13	Assen, Holland
10/4	Monza, Italy
10/18	Manfield, New Zealand
10/25	Phillip Island, Australia

1992 World C'ship Endurance Road Race Series

4/26	LeMans, France
7/19	Johor, Malaysia
7/26	Suzuka, Japan
8/16	Francorchamps, Belgium
9/20	Paul Ricard, France
10/25	Phillip Island, Australia

1992 World C'ship Observed Trials Series

3/29	TBA, Spain
4/5	Bilstain, Belgium
4/19	TBA, Great Britian
4/26	Powerscourt, Ireland
5/17	Eyhoutiers, France
5/24	TBA, Andorra
6/7	Nepomuk, Czechoslovakia
6/14	Myslenice, Poland
6/21	Kiefersfelden, Germany
7/5	TBA, Italy
8/3	Rennie, Canada
9/5	Watkins Glen, NY, USA

1992 Trial des Nations

9/7	Watkins Glen, NY, USA

1992 World C'ship 125cc MX Series

3/29	Jerez, Spain
4/5	TBA
4/12	Ponte Egola, Italy
4/26	Plomion, France
5/3	Genk, Belgium
5/10	Svamphanan, Sweden
5/24	Kaposvar, Hungary
6/14	Dalecin, Czechoslovakia
7/12	Gdynia-Kolibki, Poland
7/26	Amatitlan, Guatemala
8/2	Campos Jordao, Brazil
8/23	Suzuka, Japan

1992 World C'ship 250cc MX Series

4/5	Valkenswaard, Holland
4/12	Payerne, Switzerland
4/26	Schwanenstadt, Austria
5/3	Gallarate, Italy
6/14	Northeim, Germany
6/21	Foxhill, Great Britian
7/12	Maracay, Venezuela
7/19	Unadilla, NY, USA
8/2	Tibro, Sweden
8/9	Heinola, Finland
8/23	Suzuka, Japan

1992 World C'ship 500cc MX Series

4/5	San Bernardino, CA, USA
5/3	Sverepec, Czechoslovakia
5/10	Sittendorf, Austria
5/24	Ruskeasanta, Finland
6/14	Baldasserona, San Marino
6/21	Reisersberg, Germany
7/5	Hawkstone Park, Great Britian
7/12	Cussac, France
7/19	Lichtenvoorde, Holland
8/2	Namur, Belgium
8/9	Folkendange, Luxemburg
8/23	Roggenburg, Switzerland

1992 Motocross des Nations

9/6	Manjimup, Australia

1992 Int'l Six Days Enduro

8/31-9/5	Cessnock, Australia

1992 AMA Camel Supercross Series

1/18	Houston, TX
1/25	Anaheim, CA
2/1	Seattle, WA
2/8	San Diego, CA
2/22	Atlanta, GA
3/7	Daytona Beach, FL
3/14	Charlotte, NC
3/21	Indianapolis, IN
3/28	St. Petersburg, FL
4/11-12	Pontiac, MI
4/25	Las Vegas, NV
5/2	Irving, TX
6/6	San Jose, CA
6/20	Los Angeles, CA

Info 614/891-2425

1992 AMA Nat'l C'ship 125/250 MX Series

3/1	Gainesville, FL
5/17	Southwick, MA
5/24	Mt. Morris, PA
6/13	Sacramento, CA
7/5	Buchanan, MI
7/26	Troy, OH

Info 614/891-2425

1992 AMA Nat'l C'ship 125/500 MX Series

8/16	Millville, MN
8/23	Washougal, WA
9/20	Binghamton, NY
9/27	Delmont, PA
10/4	Budds Creek, MD

Info 614/891-2425

AMA/CCS Pro/Am C'ship Road Race Series

South Florida Region

12/15	W. Palm Beach, FL

Info 704/684-4297

AMA Mid-South C'ship Hare Scrambles Series

12/15	Battleground, AL
1/5	Bremen, GA
2/2	Hurricane Mills, TN
2/16	Hohenwald, TN
2/23	Clarksville, TN

Info 615/331-1475

NETRA C'ship Enduro Series

12/1	Marlborough, CT

Info 203/875-5757

NETRA Turkey Run Series

11/24	Plympton, MA

Info 203/875-5757

PITS C'ship Trials Series

11/24	Auburn, CA

Info 916/723-9560

ARRA Road Race Series

12/14-15	Willow Springs, CA

Info 805/966-5700

1992 Grans Prix de Baja Series

2/29	Mexicali Gran Prix Mexicali, B.C., MEX
4/11	Baja Malibu Gran Prix Rosarito, B.C., MEX
6/13	Tecate Gran Prix Tecate, B.C., MEX
10/17	Ensenada Gran Prix Ensenada, B.C., MEX
12/19	San Felipe Gran Prix San Felipe, B.C., MEX

Info 818/340-5750

1992 Golden Crown of Baja Series

2/7-9	Gran Carrera de Ensenada Ensenada, B.C., MEX
3/27-29	Gran Carrera de Mexicali Mexicali, B.C., MEX
5/22-24	Gran Carrera de Tecate Tecate, B.C., MEX
7/24-26	Gran Carrera de Ensenada Ensenada, B.C., MEX
9/25-27	Gran Carrera de Campeones San Felipe, B.C., MEX

Info 818/340-5750

ADRA International Desert Race Series

12/7	Sonora, MEX

Info 602/274-0010

South Texas C'ship Hare Scrambles Series

11/24	Lake Houston, TX
12/15	Hidden Valley, TX
1/5	Gonzales, TX
1/19	Columbus, TX
2/2	Zars Ranch, TX
2/16	TBA

Info 512/892-4884

OCCRA Cross Country Series

11/24	Oklahoma City, OK

Info 405/632-3370

1992 MTEG Off-Road C'ship GP Series

1/18	Amaheim, CA
2/22	San Diego, CA
3/21	Seattle, WA
4/4	Irving, TX
5/2	Tempe, AZ
7/18	Los Angeles, CA
9/TBA	Denver, CO
10/TBA	Las Vegas, NV
11/TBA	Oakland, CA

Info 714/938-4100

NMA Mini Road Race Series

11/24	Amago, CA
12/7-8	Riverside, CA

Info 213/864-5214

NOVEMBER

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

DECEMBER

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

JANUARY

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

• Denotes Pro Payback

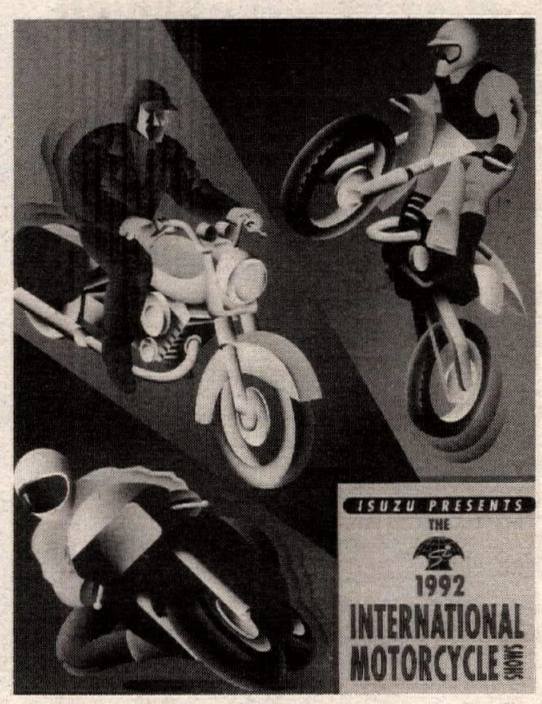
November 21-24

NEVADA OFF ROAD
• Baja Promotions. Mint 400 Off Road. Las Vegas International Speedway, Las Vegas. Info 818/340-5750 or 992-6355.

November 22

CALIFORNIA SPEEDWAY
• International Speedway. Coors Light Fall Classic. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.
UTAH MOTOCROSS
AMA. Sugarloafer MC, Delta. Info 801/864-3984.

FOR THE RIDE OF YOUR LIFE!



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- Enter to win a motorcycle from Suzuki!
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- Watch Video Showcase, featuring classic motorcycle films!
- Meet guest celebrities!
- Contests, features, and much, much more!

ISUZU PRESENTS THE 1992 INTERNATIONAL MOTORCYCLE SHOW SCHEDULE

Houston, Texas
Houston Astro Hall/Arena**
Nov. 28 - Dec. 1, 1991
Thursday, Nov. 28 5pm - 11pm
Friday, Nov. 29 11am-11pm
Saturday, Nov. 30 11am-11pm
Sunday, Dec. 1 11am-9pm

Anaheim, California
Anaheim Convention Center
Dec. 6 - 8, 1991
Friday, Dec. 6 5pm - 10pm
Saturday, Dec. 7 11am-10 pm
Sunday, Dec. 8 11am-6pm

Boston, Massachusetts
Bayside Exposition Center**
Jan. 3 - 5, 1992
Friday, Jan. 3 5pm-11pm
Saturday, Jan. 4 11am-11pm
Sunday, Jan. 5 11am-11pm

St. Louis, Missouri
Cervantes Convention Center
Jan. 10 -12, 1992
Friday, Jan. 10 5pm-10pm
Saturday, Jan. 11 11am-10pm
Sunday, Jan. 12 11am-6pm

Chicago, Illinois
Rosemont/O'Hare Expo Center
Jan. 17 - 19, 1992
Friday, Jan. 17 5pm-10pm
Saturday, Jan. 18 11am-10pm
Sunday, Jan. 19 11am-6pm

New York, New York
Jacob K. Javits
Convention Center
Jan. 31 - Feb. 2, 1992
Friday, Jan. 31 Noon-10pm
Saturday, Feb. 1 11am-10pm
Sunday, Feb. 2 11am-6pm

San Francisco, California
Cow Palace
In conjunction with Budweiser
Indoor Motocross Championships
Feb. 7 - 9, 1992
Friday, Feb. 7 5pm-10pm
Saturday, Feb. 8 11am-10pm
Sunday, Feb. 9 11am-6pm

Detroit, Michigan
Cobo Hall**
Feb. 14 - 16, 1992
Friday, Feb. 14 5pm-11pm
Saturday, Feb. 15 Noon-11pm
Sunday, Feb. 16 Noon-9pm

Philadelphia, Pennsylvania
Valley Forge Convention Center
Feb 28 -Mar. 1, 1992
Friday, Feb. 28 5pm-10pm
Saturday, Feb. 29 11am-10pm
Sunday, Mar. 1 11am-6pm

Daytona Beach, Florida
Daytona International Speedway
Mar. 5 - 8, 1992
Thursday, Mar. 5 9am-6pm
Friday, Mar. 6 9am-6pm
Saturday, Mar. 7 9am-6pm
Sunday, Mar. 8 9am-5pm
(Sunday Show hours subject to change pending race times.)

**Cycleramas - Not all features will appear

For more information on the International Motorcycle Shows, please call or write to Edgell Expositions, 1700 East Dyer Road, Suite 250, Santa Ana, California 92705, (714)252-5300.

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CRC CALIFORNIA RACE SCHEDULE

100% PRO PAYBACK
"Sponsorship Series"
Sun. Nov. 24 MX LA County Raceway
"Sponsorship Series"
Sun. Dec. 1 MX Edwards AFB
"Trophy Series"
Sun. Dec. 8 GP LA County Raceway
"Merry Christmas"
"Trophy Series"
Sun. Dec. 15 MX Sunrise Park

Next Vintage Race
Sun. Dec. 8 GP LA County Raceway
Open Practice
3 Tracks, Pee Wee, - 60 & 80 - Motorcycles
9am-2pm Every Sat. - LA County Raceway

CRC Info 805-272-8889

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(714) 242-5840 Evenings
Park is open 7 days a week for MX & Open Trail Riding: Mon., Tues., Thurs. & Fri. 8:30 am - 4:30; Wed, 8:30 am - Dark Sat 7:30 - 5:00 & Sun. 6:30 -4:00.
THE MX TRACK IS PREPPED & WATERED WED., SAT., & SUN. FOR OPEN RIDING.
"The Badlands MX 2nd Give Away"
Sunday, November 24
Call For Information

Old Timers MX Association
Race Schedule
Saturday, November 23
Perris G.F.I. MX
Sunday, December 1
LA County Raceway C.R.C. MX
For Information Call Hot Line (213) 869-2299

CMC Golden State Nationals

Dec. 28 & 29	Glen Helen OHV Round #1
Jan. 4 & 5	Marysville Round #2
Jan. 11 & 12	Sunrise Cycle Park Round #3
Jan. 18 & 19	Glen Helen OHV Round #4

CA (714) 261-6116

SRA GP California Schedule

Members *Non Members*
November 24 Glen Helen
December 15 Carlsbad "Toys For Tots"
Info (714) 957-2985

$$ CASH PAID $$
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22nd ANNUAL CELEBRATION
FLORIDA WINTER AMA MOTOCROSS SERIES

AMA SANCTIONED

SATURDAY: AMATEUR CHAMPIONSHIP SERIES*
SUNDAY: PROFESSIONAL RACING*

DECEMBER 28-29
GATORBACK CYCLE PARK

JANUARY 4-5
DIAMONDBACK (COCOA)

JANUARY 12
CITRUS BOWL (ORLANDO)

JANUARY 18-19
DADE CITY RACEWAY

JANUARY 25-26
GATORBACK CYCLE PARK

*EXCEPT CITRUS BOWL WINTER AM.
EVERYONE WILL RACE ON SUNDAY

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DOUBLE CROSS RACING
GRAN PRIX So. Cal. DOUBLE CROSS
Santa Cross GP
DEC. 15
Glen Helen
Participation Pins
INFO: (714) 371-6333

Los Ancianos M/C Club
"Tecate 250 Enduro"
Moved To March 14, 1992
INFO 619-281-1400

CALENDAR

November 23

CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
• Coors/Kawasaki MX Series. Ventura Raceway, Ventura. Info 805/656-1122.
CALIFORNIA ENDURO
D-36/Polka Dots MC. Elkins Flat, Placerville. Info 916/624-7407.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK/MOTOCROSS/DRAGS
• Prosports USA. Orange County Raceway, Orlando. Info 407/568-2271.
IOWA SHORT TRACK
• Winterdome Racing. Iowa State Fairgrounds, Des Moines. Info 515/289-2140 or 265-6439.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info 417/744-2593.
NEVADA HARE & HOUND
AMA/D-36/Western States Racing Assn./USA Productions. The Desert Challenge. Fallon to Lovelock. Info 702/972-4907 or 677-2989.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 206/682-9231.
OKLAHOMA SHORT TRACK
• AMA/Vintage Dirt Track Racers Assn. Creek County Fairgrounds, Sapulpa. Info 918/445-0671.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Spanaway. Info 206/847-1791.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 503/667-5701.

November 23-24

CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.

November 24

ALABAMA SHORT TRACK/TT
Fall C'ship ST/TT Series. Thunder Valley Raceway, White Plains. Info 205/235-3999.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MARATHON
Sandhill Ranch, Brentwood. Info 510/634-3328.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA ROUGH SCRAMBLES
AMA/D-36/Ab-Nor-Mal Promotions. Pioneer Arena, Oakdale. Info 209/838-3200.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA TRIALS
AMA/PITS. Auburn. Info 916/723-9560.
CALIFORNIA GRAND PRIX
SRA GP Series. Glen Helen OHV Park, San Bernardino. Info 714/957-2985.
CALIFORNIA MOTOCROSS
• CMC. Manufacturers Series #3. Barona Oaks, Ramona. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• Argyll Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA ENDUROTHON
2-Man, 2-Hour Enduro-thon. San Jose Fairgrounds Speedway, San Jose. Info 408/436-8228.
DELAWARE MOTOCROSS
• AMA/D-7/First State Racing. Delaware State Fairgrounds, Harrington. Info 302/678-2440 or 301/482-8409.
DELAWARE MOTOCROSS
Delaware Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
Prosports USA. Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
Dixie MX Series. Hillbilly Hills MX, Roberta. Info 912/788-0413.
GEORGIA MOTOCROSS
• South Georgia MX, Valdosta. Info 904/261-7273 or 277-8450.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/295-1901 or 234-7561.
GEORGIA HARE SCRAMBLES
Bremen MX, Bremen. Info 404/941-8464.
INDIANA HARE SCRAMBLES
Haspin Acres Motor Park, Laural. Info 513/772-2803 or 661-8954.
KENTUCKY MOTOCROSS
Pendleton Co. M/C Recreation Park, Gardnersville. Info 606/472-3442.
KENTUCKY MOTOCROSS
BSR Racing. West KY Outdoor MX, Lowes. Info 502/6442-2345.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Chilly Chili Turkey Run, Plympton. Info 203/875-5757.
MISSISSIPPI MOTOCROSS
Central MS MX Assn., Pearl. Info 601/939-2017 or 939-5077.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO HARE SCRAMBLE
CRA. Mansfield MC, Mansfield. Info 419/524-1347 or 526-6318.
OHIO HARE SCRAMBLE
AMA/D-11/Action Sport Promotions. C'ship of the World Team H.S. JTM clubgrounds, Millfield. Info 614/594-6686.
OKLAHOMA CROSS COUNTRY
OCCRA Series. Lake Draper, Oklahoma City. Info 405/632-3370.
TENNESSEE HARE SCRAMBLES
Jellico Creek ORV Park, Winfield. Info 615/938-2980.
TEXAS HARE SCRAMBLE
South TX C'ship H.S. Series. Lake Houston. Info 512/892-4884 or 892-5026.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.

November 29-30

CALIFORNIA DUAL SPORT
AMA/D-37/Suzuki Nat'l Trail Ride Series. 8th Annual L.A.-Barstow to Vegas. Hansen Dam Recreational Center, Sylmar. Info 818/960-2012 or 249-2141.

November 30

CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA MOTOCROSS/SHORT TRACK/DRAGS
• Prosports USA. Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fairgrounds Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info 417/744-2593.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OKLAHOMA MOTOCROSS
Thanksgiving Classic. Paradise Valley MX Park, Broken Arrow. Info 405/670-8121.
TENNESSEE MOTOCROSS
I-40 Motocross, Lenoir City. Info 615/573-5425 or 986-1617.
WASHINGTON MOTOCROSS
• CMC/Clicker Promotions. Grays Harbor County Fairgrounds Indoor Arena, Elma. Info 206/246-8484.

December 1

ALABAMA MOTOCROSS
• Warrior MX, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA SHORT TRACK/TT
Thunder Valley Raceway, White Plains. Info 205/235-3999.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• CRC. Edwards AFB, Edwards. Info 805/272-8889.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks, Ramona. Info 619/444-8116.
CALIFORNIA MOTOCROSS
• CMC Manufacturers Series #4. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• CMC/Great Northern Promotions. Prairie City SVRA, Sacramento. Info 916/489-3839.
CALIFORNIA DESERT GP
AMA/D-38/Fudpucker Racing Team. Rudolph's Revenge Desert GP & Team Race. North of Lake Superstition, Imperial County, El Centro. Info 619/427-5759.
CALIFORNIA MOTOCROSS
• CRC/Kawasaki/Suzuki of Ridgecrest. Desert Empire Fairgrounds, Ridgecrest. Info 619/375-8606.
CALIFORNIA ROUGH SCRAMBLES
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/838-3200.
CONNECTICUT ENDURO
NETRA C'ship Series. Salmon River Ramble, Marlborough. Info 203/875-5757.
DELAWARE MOTOCROSS
Delaware Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
GEORGIA MOTOCROSS
Echconnee MX, Macon. Info 912/788-8227 or 956-5420.
KANSAS HARE SCRAMBLES
• KORR Series 2-Man, 3-Hour H.S. Green Acres, Marion. Info 316/945-8221.
KENTUCKY HARE SCRAMBLE
Eagle Creek Park, Gardnersville. Info 606/472-3442.
KENTUCKY SUPERCROSS
Apex Valley Raceway, White Plains. Info 502/886-8564.
MINNESOTA SWAP MEET
J & P Promotions. 4th Annual M/C Parts Extravaganza. St. Paul Civic Center, St. Paul. Info 319/462-4605.
NEW YORK MUD/SNOW SCRAMBLES
AMA. Square Deal Riders MC Raceway, Harpursville. Info 607/723-2387 or 607/693-2634.
NORTH CAROLINA SHORT TRACK
Hammer Down Speedway, Red Springs. Info 919/521-4712.
OHIO HARE SCRAMBLES
Sunset Ramblers, Galion. Info 419/468-7228 or 756-8601.
OHIO HARE SCRAMBLE
CRA. Amherst MC, Amherst. Info 216/988-9100.
TENNESSEE MOTOCROSS
Phillips Racing. T-N-T MX Park, Milan. Info 901/987-3029.

December 2-3

NEVADA DUAL SPORT
AMA/D-37/Team Dual Dogs. Nevada/California Dual Sport/B to V Return Ride. Iron Dog 1000. Vegas to Barstow, Las Vegas. Info 818/701-1913.

December 6-8

GEORGIA ENDUROCROSS
H&H KTM Three Day Open House plus 3 Moto Endurocross. Bremen MX, Bremen. Info 404/941-8464.
NEVADA ARENACROSS
• CMC/On Trac Events. Areno Cross '91. Reno Livestock Events Center, Reno. Info 702/267-4392.
NEVADA HARE SCRAMBLES
Best in the Desert Series. Laughlin U.S. Hare Scrambles C'ship. Don Laughlin's Riverside Resort, Laughlin. Info 702/457-5775.
OHIO MOTOCROSS
AMA/Action Sports Promotions, Inc. Fairgrounds Coliseum, Columbus. Info 614/5994-6686.

December 7

CALIFORNIA MOTOCROSS
• Coors/Kawasaki MX Series. Ventura Raceway, Ventura. Info 805/656-1122.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA OFF ROAD
AMA/D-34/Greg Scheid & Assoc. Off Road Marathon. Santa Clara County Off Road Park, San Jose. Info 408/972-8063.
FLORIDA MOTOCROSS/SHORT TRACK/DRAGS
• Prosports USA. Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fairgrounds Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MEXICO HARE & HOUND
ADRA International Desert Race Series. 15th Annual Sonoyta to Rocky Point H & H, Sonora. Info 602/274-0010.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Spanaway. Info 206/847-1791.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 503/667-5701.

December 8

ALABAMA SHORT TRACK/TT
Thunder Valley Raceway, White Plains. Info 205/235-3999.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA GRAND PRIX
• CRC Merry Christmas GP. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
GFI. Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
• CMC. Argyll Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
• CMC/Western States C'ship. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA ROUGH SCRAMBLES
• AMA/D-36/Ab-Nor-Mal Promotions. Pioneer Arena, Oakdale. Info 209/838-3200.
CALIFORNIA HARE SCRAMBLES
AMA/D-37. Dirt Diggers MC, Red Mountain. Info 619/376-2128.
DELAWARE MOTOCROSS
Delaware Motor Sport, Inc. Seaford

Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
AMA/Regional C'ship. MX of Marion County, Reddick. Info 904/591-2377 or 591-2050.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/295-1901 or 234-7561.
MISSISSIPPI MOTOCROSS
Central MS MX Assn., Pearl. Info 601/939-2017 or 939-5077.
NEVADA MOTOCROSS
• GFI/Nevada OT. Fernley MX, Fernley. Info 702/885-0233 or 322-4311.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO HARE SCRAMBLE
CRA. Mansfield MC, Mansfield. Info 419/524-1347 or 526-6318.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Broken Arrow. Info 405/670-8121.
SOUTH CAROLINA POKER RUN
Family Riders MC. Family Poker Run. Francis Marion Nat'l Forest, Charleston. Info 803/553-3473.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.

December 14

CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/
SHORT TRACK/DRAGS
• Prosports USA. Orange County Raceway, Orlando. Info 407/568-2271.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fairgrounds Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
TENNESSEE MOTOCROSS
I-40 Motocross, Lenoir City. Info 615/573-5425 or 986-1617.
WASHINGTON MOOTOCROSS
• CMC/Clicker Promotions. Grays Harbor County Fairgrounds, Elma. Info 206/246-8484.

December 15

ALABAMA SHORT TRACK/TT
Thunder Valley Motorsports Raceway, White Plains. Info 205/235-3999.
ALABAMA MOTOCROSS
• Warrior MX, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA HARE SCRAMBLES
AMA Mid-South C'ship H.S. Series. Battleground. Info 615/331-1475.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARIZONA MOTOCROSS
• Western States C'ship #2. Yuma Speedway, Yuma. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• Sunrise Cycle Park, Adelanto. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC. Golden State Tune-Up. E Street Track, Marysville. Info 916/695-2727.
DELAWARE MOTOCROSS
Delaware Motor Sports, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
GEORGIA MOTOCROSS
Dixie Motorcycle Sports. Hillbilly Hills, Roberta. Info 912/788-0413 or 404/929-8392.
INDIANA HARE SCRAMBLE
Haspin Acres Motor Park, Laural. Info 513/772-2803 or 661-8954.
KENTUCKY HARE SCRAMBLE
Pendleton County MC Recreation Park, Gardnersville. Info 606/472-3442.
NEW YORK MUD/SNOW SCRAMBLES
AMA. Toys for Tots Scrambles. Square Deal Riders MC, Harpursville. Info 607/723-2387 or 607/693-2634.
TENNESSEE MOTOCROSS
Phillips Racing. T-N-T MX Park, Milan. Info 901/987-3029.
TEXAS HARE SCRAMBLE
South TX C'ship H.S. Series. Hidden Valley. Info 512/892-4884 or 892-5026.
VIRGINIA ICE RACE
A Year on Wheels Promotions. Indoor Speedway Ice Race. Richmond Coliseum, Richmond. Info 704/892-6747.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701.
WASHINGTON ARENACROSS
Pro Sports Promotions. WA State Arenacross C'ship. Oakwood Arena, Spanaway. Info 206/847-1791.

December 21

CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA MX/SHORT TRACK
DRAGS/MUD BOGS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fairgrounds Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 503/667-5701.

December 22

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC Multi Nationals. Sunrise Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• GFI Showdown Warm-Up. Sandhill Ranch, Brentwood. Info 510/634-3328.
CALIFORNIA MOTOCROSS
• GFI/Motowest. Hollister Hills MX Track, Hollister. Info 408/238-8208 or 637-2073.
FLORIDA MOTOCROSS
Prosports USA. Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/295-1901 or 234-7561.
GEORGIA MOTOCROSS
• South Georgia MX, Valdosta. Info 904/261-7273 or 277-8450.
MISSISSIPPI MOTOCROSS
Central MS MX Assn., Pearl. Info 601/939-2017 or 939-5077.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO HARE SCRAMBLE
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/791-8970 or 625-7350.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.

December 28

FLORIDA MOTOCROSS/
SHORT TRACK/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway,a Dade City. Info 813/986-4950.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fairgrounds Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.

December 28-29

CALIFORNIA MOTOCROSS
• CMC Golden State Nat'ls, Round #1. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.

December 29

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• CRC. Edwards AFB, Edwards. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• GFI North-South Showdown. Sandhill Ranch, Brentwood. Info 510/634-3328.
MISSISSIPPI MOTOCROSS
Central MS MX Assn., Pearl. Info 601/939-2017 or 939-5077.
NEW YORK MUD/SNOW SCRAMBLES
AMA. Square Deal Riders MC Raceway, Harpursville. Info 607/723-2387 or 693-2634.
OHIO ICE RACE
• AMA/Half Mile Cycle Race Corp. Invitational Indoor Pro Ice Race. Coliseum, Richfield. Info 216/241-5555.
TENNESSEE MOTOCROSS
Phillips Racing. T-N-T MX Park, Milan. Info 901/987-3029.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701.

December 31

CALIFORNIA HARE SCRAMBLES
AMA/D-38/Fudpucker Racing Team. Superstition C'ship Series. Dunaway Dash, Plaster City West, Imperial County. Info 619/427-5759.

January 1

CALIFORNIA MARATHON
17th Annual Hangover Marathon. Sandhill Ranch, Brentwood. Info 510/634-3328.

January 4

CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/
SHORT TRACK/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-54425 or 986-1617.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 503/667-5701.

January 4-5

CALIFORNIA MOTOCROSS
• CMC Golden State Nat'ls, Round #2. Marysville MX, Marysville. Info 714/261-6116.
WEST VIRGINIA MOTOCROSS
AMA/Action Sports Promotions, Inc. Huntington Civic Center, Huntington. Info 614/594-6686.

January 5

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
GEORGIA HARE SCRAMBLES
AMA Mid-South Hare Scrambles Series. Breman. Info 615/331-1475.
GEORGIA MOTOCROSS
• South Georgia MX, Valdosta. Info 904/261-7273 or 277-8450.
NORTH CAROLINA SHORT TRACK
Hammer Down Speedway, Red Springs. Info 919/521-4712.
OHIO HARE SCRAMBLE
Sunset Ramblers MC, Galion. Info 419/468-7228 or 756-8601.
TEXAS HARE SCRAMBLES
South TX C'ship H.S. Series, Gonzales. Info 512/892-4884 or 892-5026.

January 11

CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA SHORT TRACK/
MOTOCROSS/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
WASHINGTON MOTOCROSS
• CMC/Clicker Promotions. Grays Harbor County Fairgrounds, Elma. Info 206/246-8484.

January 11-12

CALIFORNIA MOTOCROSS
• CMC Golden State Nat'ls, Round #3. Sunrise Cycle Park, Adelanto. Info 714/261-6116.

January 12

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
IOWA SWAP MEET
J & P Promotions. 12th Annual M/C Parts Extravaganza. Downtown River Center, Davenport. Info 319/462-6011.
OHIO SWAP MEET
J & P Promotions. 4th Annual M/C Parts Extravaganza. Toledo Sports Arena, Toledo. Info 319/462-6011.
SOUTH CAROLINA ENDURO
Family Riders MC. Francis Marion Nat'l Forest, Charleston. Info 803/553-3473.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701.

January 17-18

ARIZONA ICE RACE
• Budweiser Speedway Ice Race World C'ship III. World Speedway Racing Asn. Tucson Convention Center, Tucson. Info 602/299-0206.

January 18

CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.

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Calendar of Events
MX Race Dates Cancelled
PRACTICE DATES
November 24
December 1, 8, 15, 22, 29

Gates Open at 6:30 am Practice at 7:30 am
Sign-Up at 7 am First Race at 9:00 am

Practice Days	$10	Classes--
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$5 plus $20 to purse		Pro--125, 250, 500
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Children 6-12	$1	Veteran (+30),
Senior Citizen		UTH (+25)
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Sat. Dec. 7	GFI Super Sat. Morn. MX	Perris Raceway
Sat. Dec. 14	GFI Super Sat. Morn. MX	Perris Raceway
Sat. Dec. 21	GFI Super Sat. Morn. MX	Perris Raceway

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CALENDAR

FLORIDA MX/SHORT TRACK/ MUD BOGS/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/ 573-5425 or 986-1617.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 503/667-5701.

January 18-19

CALIFORNIA MOTOCROSS
• CMC Golden State Nat'ls, Round #4. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.

January 19

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
GEORGIA MOTOCROSS
• South Georgia MX, Valdosta. Info 904/261-7273 or 277-8450.
GEORGIA HARE SCRAMBLES
Bremen MX, Bremen. Info 404/ 941-8464.
TEXAS HARE SCRAMBLES
South Texas C'ship H.S. Series, Columbus. Info 512/892-4884 or 892-5026.

January 25

CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA MOTOCROSS
Dade City Racewaya, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/ SHORT TRACK/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/ 573-5425 or 986-1617.
WASHINGTON MOTOCROSS
• CMC/Clicker Promotions. Grays Harbor County Fairgrounds, Elma. Info 206/246-8484.

January 26

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ILLINOIS SWAP MEET
J & P Promotions. 6th Annual M/ C Parts Extravaganza. Bell-Clair County Fairgrounds, Belleville. Info 319/462-6011.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701.
WASHINGTON ARENACROSS
Pro Sports Promotions. WA State Arenacross C'ship. Oakwood Arena, Spanaway. Info 206/847-1791.

February 1

FLORIDA MOTOCROSS/ SHORT TRACK/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
TENNESSEE MOTOCROSS
I-40 Motocross Park, Lenoir City. Info 615/573-5425 or 986-1617.

February 2

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• CMC Golden State Nat'ls South. Barona Oaks, Ramona. Info 714/261-6116.
GEORGIA ENDUROCROSS
Bremen MX, Bremen. Info 404/ 941-8464.
NEVADA MOTOCROSS
• CMC Golden State Nat'ls North. Silver State Raceway, Carson CCity. Info 714/261-6116.
NORTH CAROLINA SHORT TRACK
Hammer Down Speedway, Red Springs. Info 919/521-4712.
TENNESSEE HARE SCRAMBLES
AMA Mid-South C'ship Hare Scrambles Series. Hurricane Mills. Info 615/331-1475.
TEXAS HARE SCRAMBLES
South TX C'ship Hare Scramble Series, Zars Ranch. Info 512/892-4884 or 892-5026.
WISCONSIN SWAP MEET
J & P Promotions. 10th Annual Milwaukee MC Parts Extravaganza & Bike Show. Mecca Convention Center, Milwaukee. Info 319/462-6011.

February 7-9

Baja Promotions. Golden Crown of Baja Off-Road Desert Series. Gran Carrera de San Felipe, San Felipe, B.C. Info 818/340-5750 or 992-6355.

February 8

FLORIDA MOTOCROSS/ SHORT TRACK/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/ 573-5425 or 986-1617.
WASHINGTON MOTOCROSS
• CMC/Clicker Promotions. Grays Harbor County Fairgrounds, Elma. Info 206/246-8484.

February 9

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/395-1760 or 295-8908.
WASHINGTON ARENACROSS
Pro Sports Promotions. Washington State Arenacross C'ships. Oak Wood Arena, Spanaway. Info 206/ 847-1791.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701.

February 15

CALIFORNIA MOTOCROSS
• CMC Golden State Nationals. Huron Cycle Park, Huron. Info 714/261-6116.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MX/SHORT TRACK/ DRAGS/MUD BOGS
• Orange County Raceway, Orlando. Info 407/568-2271.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/ 573-5425 or 986-1617.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 503/667-5701.

February 16

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
GEORGIA HARE SCRAMBLE
Bremen Raceway, Bremen. Info 404/941-8464.
ILLINOIS SWAP MEET
J & P Promotions. 11th Annual Parts Extravaganza. Will County Fairgrounds, Peotone. Info 319/462-6011.
TENNESSEE HARE SCRAMBLES
AMA. Mid-South C'ship Hare Scrambles Series. Hohenwald. Info 615/331-1475.

February 21-23

PENNSYLVANIA SHORT TRACK/ SUPERCROSS/SHOW
• 14th Annual Motorama Arena Races & Speed Show. 2/21 Short Track, 2/22 & 23 Supercross. Farm Show Arena, Harrisburg. Info 717/ 359-4310.

February 22

CALIFORNIA MOTOCROSS
• CMC Golden State Nationals Final. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/ SHORT TRACK/DRAGS
• Prosports USA. Orange County Raceway, Orlando. Info 407/568-2271.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/ 573-5425 or 986-1617.
WASHINGTON MOTOCROSS
• CMC/Clicker Promotions. Grays Harbor County Fairgrounds, Elma. Info 206/246-8484.

February 23

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
IOWA SWAP MEET
J & P Promotions. 12th Annual Motorcycle Parts Extravaganza. Hawkeye Downs Fairgrounds, Cedar Rapids. Info 319/462-6011.
TENNESSEE HARE SCRAMBLES
AMA. Mid-South C'ship Hare Scrambles Series. Clarksville. Info 615/331-1475.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701.

February 29

FLORIDA MOTOCROSS/ SHORT TRACK/DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway,a Dade City. Info 813/986-4950.
MEXICO GRAND PRIX
Baja Promotions. Grans Prix de Baja Series. Mexicali, B.C. Info 818/ 340-5750 or 992-6355.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/ 573-5425 or 986-1617.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 503/667-5701.

March 1

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

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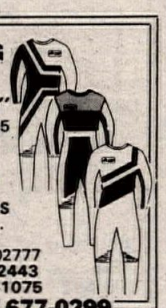

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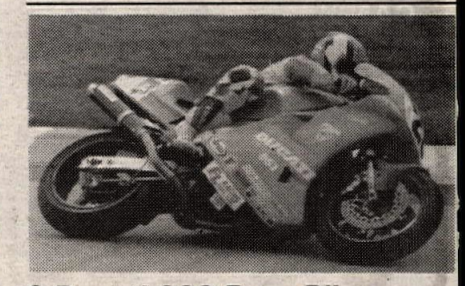

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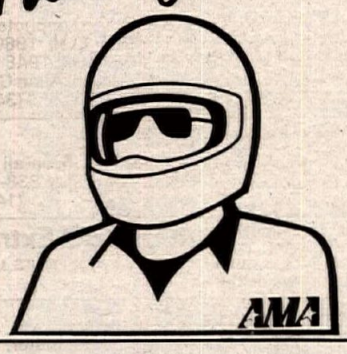

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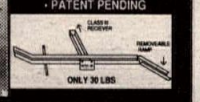

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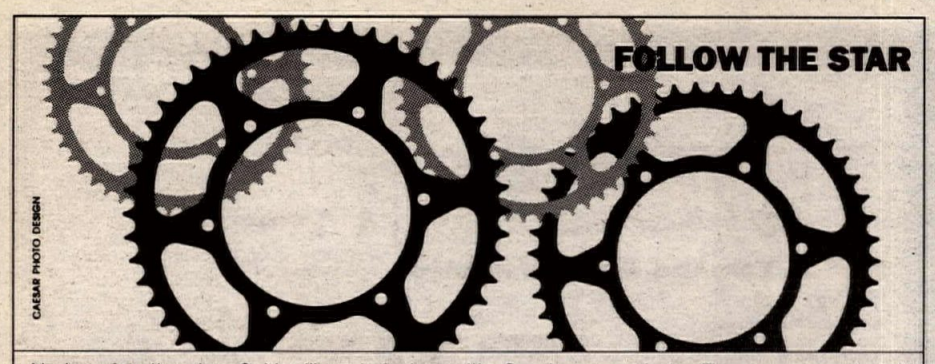

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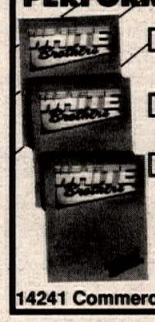

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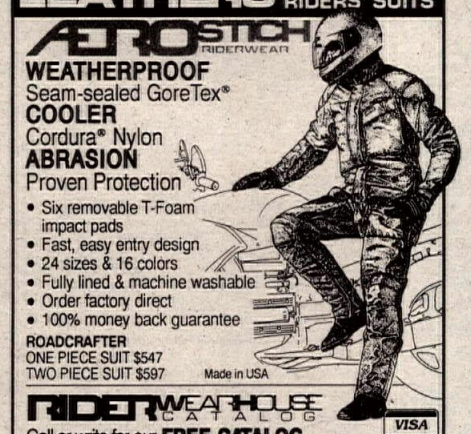

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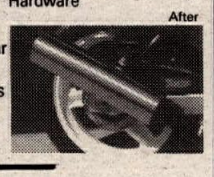

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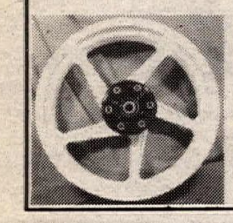

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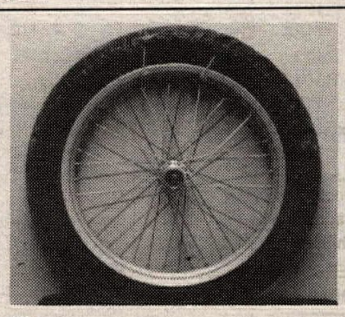

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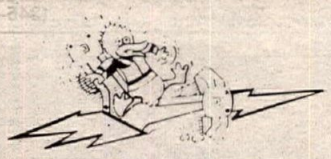

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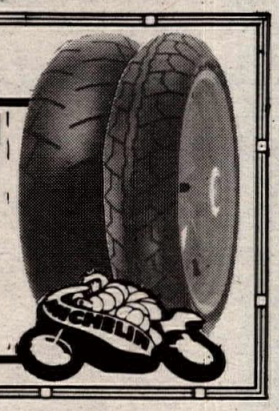

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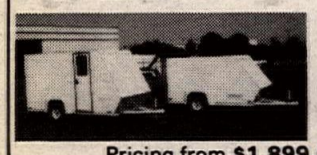

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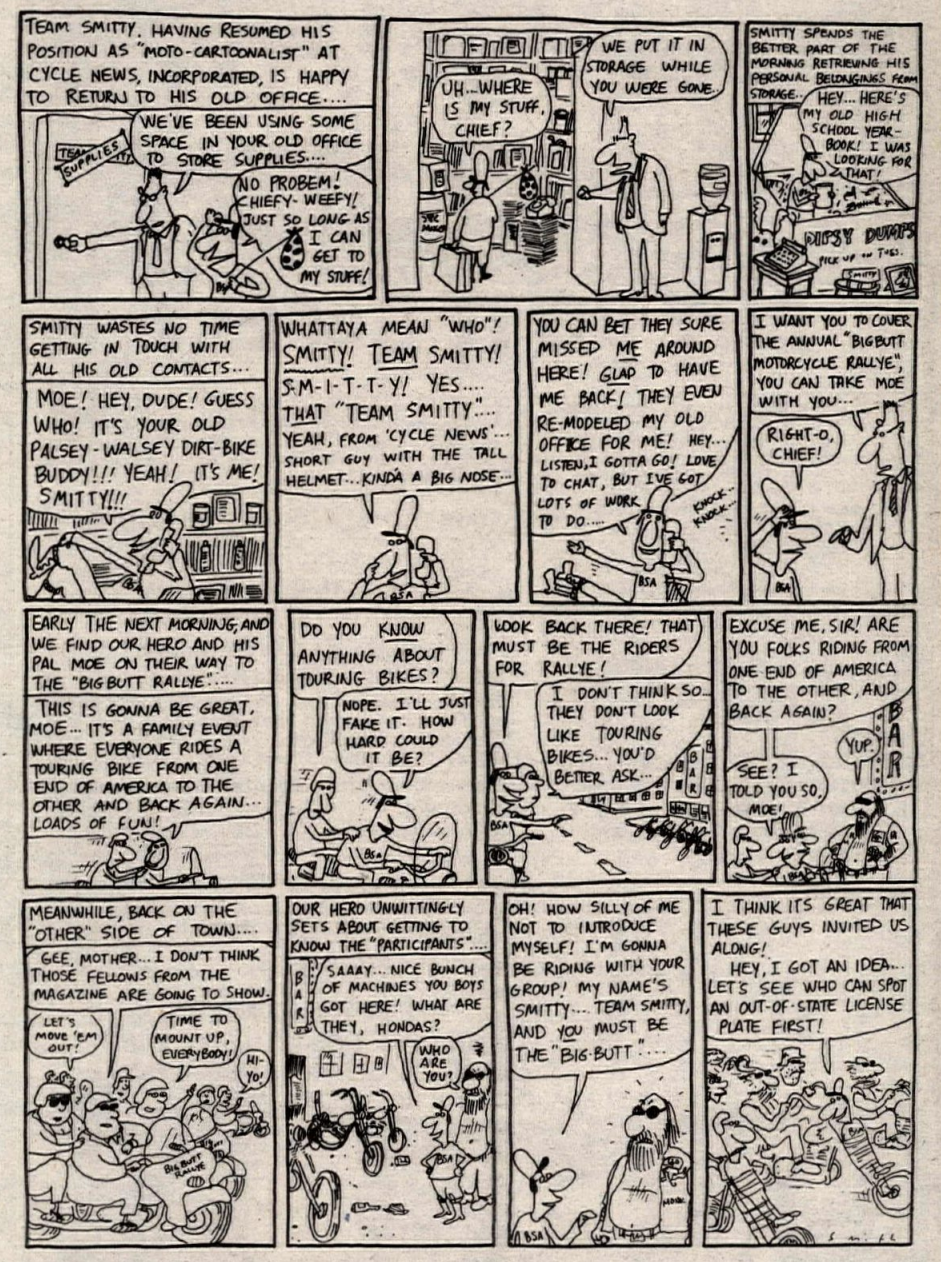

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CYCLE NEWS

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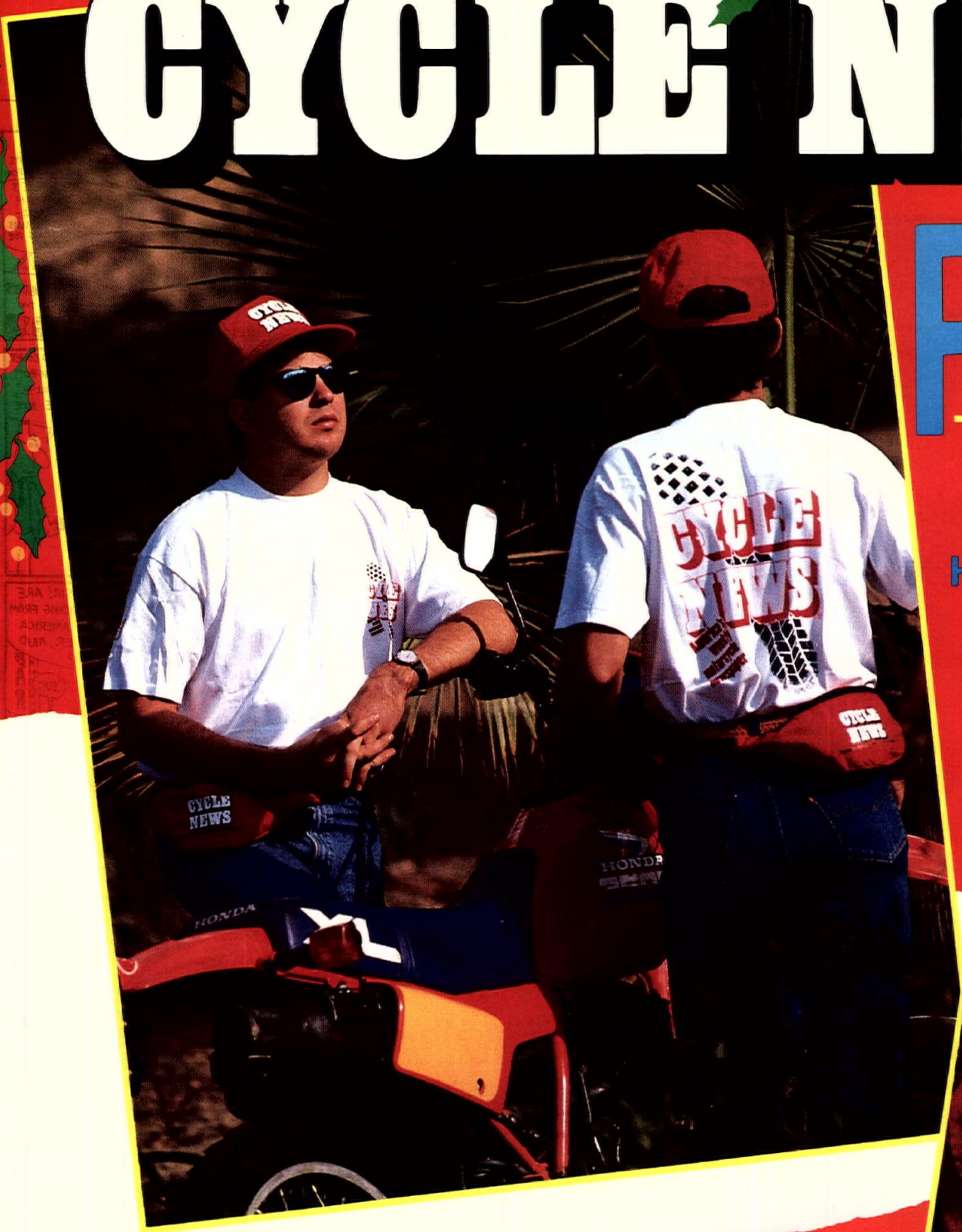

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